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EXCURSION TO MACAO:—

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DIARY OF LOCAL EVENTS.

TO-DAY.

(January 12.)

Examination for Sanitary Inspectors and in Sanitary Science.
Lecture by Mr. E. F. Selk at St. Andrew's Club, 8 p.m.

Union Church (Kowloon), Young People's Fancy Dress Social, 9 p.m.
Rotary Club Tiffin, Lane, Crawford's Restaurant, 1 p.m.

Whist Drive in St. Patrick's Club.

Hockey: St. Andrew's v. The University seconds.

Central Theatre: "For The Defence."

Queen's Theatre: "Laughing Sinners."

King's Theatre: "Silence."

Star Theatre: "The Viking."

World Theatre: "Beloved Martyr" (Chinese film).

Ten Dances at Hong Kong Hotel and King's Restaurant. Dinner Dances at King's Restaurant, Peninsula Hotel and Hong Kong Hotel.

European Mail:—Inward: From London (parcels only) by Aeneas.

WEDNESDAY.

(January 13.)

Lecture in Sailors' and Soldiers' Home, 8 p.m. Subject: "Naval Operations in the Pacific 1914."

Football: Interport Trial on the Club ground, 4 p.m.

Hockey: Club v. Navy (Sim Shield Competition) U.S.R.O. ground, 4.30 p.m.; Recreation v. St. Andrew's Club.

Central Theatre: "For The Defence."

Queen's Theatre: "Laughing Sinners."

King's Theatre: "Silence."

Star Theatre: "The Viking."

World Theatre: "Beloved Martyr" (Chinese film).

Ten Dances at King's Restaurant and Hong Kong Hotel; Dinner Dances at Hong Kong Hotel, Peninsula Hotel and King's Restaurant.

European Mail:—Outward: Europe via Siberia (Chichibu Maru) 8.30 a.m.

THURSDAY.

(January 14.)

King's Theatre: "Tilly of Bloomsbury."

Queen's Theatre: "Oh Sailor Be!"

Central Theatre: "The Smiling Lieutenant."

Star Theatre: "Rookery Nook."

World Theatre: "Dynamite."

Ten Dances at King's Restaurant and Hong Kong Hotel; Dinner Dances at Peninsula Hotel, Hong Kong Hotel and King's Restaurant.

£50,000 A YEAR FROM BRIDGE.

AMAZING LIFE STORY OF THE WORLD'S FOREMOST EXPERT.

ELY CULBERTSON, EX-HOBO, REBEL, WITH GENIUS FOR BUSINESS.

BY ANDREW A. FREEMAN.

To hundreds of thousands of American women bridge players Ely Culbertson is a greater figure than Albert Einstein, Babe Ruth or Bobby Jones. To most of their husbands he is the Barnum of the card world.

Not only is Culbertson a profound student of cards but he is also an organiser who has made bridge instruction a big business bringing him a fortune.

Had it not been for his wife Culbertson might have been a professor in the social sciences instead of a leader in the bridge world. Although his income to-day ranks with those of captains of industry, he prefers to style himself an intellectual monarchist. Yet Culbertson has been a social revolutionary and even at one time believed in the academic principles of anarchy.

A REVOLUTIONARY.

Despite his ancestry and luxuries which gushing petroleum bore in its wake, Ely became a revolutionary at the age of thirteen.

The forerunner of the Bolshevik revolution in 1915 captured young Culbertson's imagination and he became active in organising a secret revolutionary committee among the students. Although he spoke no English he was known as the Amerikanitz.

During an uprising on the Black Sea coast, Ely was arrested in Sochi near Batum, where he had gone as a delegate of his school committee to aid the revolutionists.

For two months he remained in prison, passing the time playing chess and reading Upton Sinclair's "The Jungle". When he was shipped home he became inflamed with the idea that inequality was the basis of all human suffering and that he must do his share to right the wrong.

When he found he could not pass an examination in Freshman English at Yale, he hired a tutor with the allowance of 300 dollars a month he got from his father and settled down to master his seventh language.

When he had acquired a fair knowledge of English he set out for Montreal. There he got a job as timekeeper with a gang of Galician and Ukrainian labourers on their way to the Canadian Rockies to complete the railway to Prince Rupert.

Through his ability to speak the language of the labourers, Culbertson helped to organise a strike two weeks before freezing, a time most valuable in construction work, because no dynamiting could be done when the temperature was low.

In two days the strike was settled, and by the terms of the settlement Culbertson was to leave camp, 200 miles from Edmonton, Alberta, and he had to walk. On his arrival at Edmonton he was arrested by the Northwest Mounted Police and imprisoned for a day as a dangerous extremist.

He was without a penny. Months of allowance were waiting for him in San Francisco and the only way to get there was to ride underneath the trains. He suffered hunger, aching muscles and other discomforts which attend this mode of travel, until he was initiated into hobo circles.

MORE ADVENTURES.

After having worked as a dish washer in Oregon, he collapsed with double pneumonia as the result of exposure and lack of food. Just after his discharge from hospital he was involved in a fight and had a relapse, being unconscious for two days.

Five months later—he was still studying philosophy—he was in Mexico fighting with the rebel Zafata.

(Continued on Page 2.)

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Cold Game Pie

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Roast Potatoes, Boiled Potatoes

Cabbage

Apple Pudding, Custard Sauce

Fruit Tea or Coffee

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SPARKS FROM THE PLUGS

AIRPLANE PRANK OF FLYING TROOPER.

"WANTED SOMETHING MUCH FASTER THAN A HORSE."

ONE IDEA IN LIFE.

The airplane prank of a trooper who, it was stated, evidently wanted something much faster than a horse, was described as Woking Police Court.

Before the court on remand was Trooper Charles Godfrey Hale, aged 19, an officer's servant, attached to the 11th Hussars, Tidworth.

Mr. Harry Hunt, who appeared for Hale, said that he wished to plead guilty to charges of flying and piloting without a certificate and licence.

Mr. C. Wigan (the chairman). What will happen to the other charges of stealing the airplane and oil and petrol.

The Clerk.—They will be left outstanding for the time being.

First Solo Flight.

Superintendent Gochy said that, in a statement to the police, Hale said that he was walking round Brooklands Aerodrome on December 11, looking at some of the machines. A machine landed, and he helped to draw it into line with the other airplanes.

"With no one about, I started up the plane and took off," the statement continued. "My idea was to fly round Tidworth and back again."

"I was following the railway and flew into some low-lying clouds. When I came out of the clouds I followed the railway line and circled round Winchester."

Hale added that later he found the petrol gauge was low, and he decided to land at Tidworth. This he did, and he covered the machine up. He rang up the Brooklands Flying School and told them where the machine was. He had received eight hours' flying instruction, but had never flown solo before.

Desire to be a Pilot.

Giving evidence, Hale said that from March to November 1929 he

MOTORING INTO THE THEATRE.

Shaftesbury Avenue will be the setting for a new theatre, the building of which is to start shortly. The name of the theatre, has not yet been decided, but it will have one distinct and welcome innovation: the extensive basement of the building is to be utilized as a car park, and a motorist booking seats at the theatre will be able to back space for his car in the garage. Thence he will be able to ascend into the theatre without emerging into the open air. This feature alone should ensure the popularity of the theatre, as nothing is more unpleasant than the necessity on a wet or cold night of having to walk from a garage, or alternately, dodge about in traffic looking for a taxi. Some suburban theatres have open-air garages attached, notably the Golders Green Hippodrome, but this will be the first time in Great Britain that one can literally drive one's car into the theatre.

received half an hour's instruction weekly at the school in exchange for his services. He went up several times with an instructor in a dual-control machine.

Last November he was on a month's leave preparatory to being transferred to the Lancers next January for service in Egypt.

Mr. Hunt.—Are airplanes your one idea in life?—Yes.

And your one desire is to be a pilot?—Yes.

Lieut. R. A. Bingley, adjutant of the 11th Hussars, said that Hale's military character was exemplary. There was one minor offence against him—taking French leave to see the Schneider race.

Mr. Hunt told the magistrates that it was a great pity that Hale did not join the Air Force instead of the Hussars, as he evidently wanted something much faster than a horse.

The chairman of the bench said the magistrates were satisfied there was no felonious intent and that it was more or less a prank. Hale was bound over and ordered to pay the costs of the prosecution, amounting to three guineas.

[The 11th Hussars is an armoured car regiment.]

THIRTY DAYS AND NIGHTS.

A STRENUOUS TRIAL ON NURBURG RING.

The German branch of the Standard Oil Company has just completed on the Nurburg Ring a general efficiency and utility test with twenty motor vehicles. The trial was carried through with the assistance of officials of the German Automobile Club and the A.D.A.C. Thirteen private cars with engine displacements not exceeding 2,100 c.c., and seven commercial vehicles, among them two heavy tank cars, were tested. The first class comprised cars up to 1,000 c.c., and in it were one small front-drive D.K.W. (294 c.c.), one B.M.W. (743 c.c.), and one Brennabor (995 c.c.). In the second class up to 1,200 c.c. were one Opel (1,193 c.c.), one front-drive Stoecker (1,183 c.c.), and one Hanomag (1,100 c.c.). Only a single car was in the 1,000 c.c. class, a Wanderer of 1,590 c.c. In the last class, up to 2,100 c.c., were two Adlers (1,943 c.c.), one Ford (2,023 c.c.), one Mercedes (1,977 c.c.), one other Mercedes with articulated rear axle (1,902 c.c.), and one Opel (1,790 c.c.).

By the end of the trial the twenty vehicles had together covered some 16,100 laps of the extremely winding and mountainous course, which has a length of 18 miles. Altogether the vehicles thus covered a distance of over 280,000 miles. The private cars averaged about 1,000 laps, or 18,000 miles in these thirty days and nights. For the first few days they had to travel at a relatively slow speed to run-in the engines and transmissions.

THE ROAD CURVE HAZARDS.

ADVANTAGES OF SUPER-ELEVATION.

The hazards due to curvature in roads arise from the change in direction in passing from the tangent to the curve and the strain put upon the driver and the steering mechanism of the car, and the tendency of the vehicle to skid upon the surface of the roadway.

A paper read before the American Road Builders' Association states that the first condition can be improved by lessening the central angle between the tangents as much as possible and by using the flattest curve that the topography and allowable cost of construction will permit.

The second condition can be made less dangerous by super-elevating and spiralling the curve and using some type of non-skid paving. The degree of curve does not fully indicate the extent of the hazard to traffic. The length of the curve, which, of course, is dependent upon the size of the angle between the adjacent tangents, makes a great deal of difference.

Question of Angles.

With a small central angle a very sharp curve may not be particularly dangerous, since, on account of its length, the visibility may be good, and where the roadway is sufficiently wide the driver can cut across the curve and, in effect, travel on a path of much longer radius than the actual centre line of the surface. However, where the curve is long and under heavy traffic, he is obliged to keep on his side of the road, and the tendency is for the car constantly to swing out at a tangent unless this force is lessened by proper super-elevation and careful driving.

Crowded Highway Problem.

Where the highway is crowded with high-speed traffic, curves of over three or four deg. and more than 600 to 800 ft. in length are objectionable, and every effort should be made in constructing roads to use as light curvature as may be consistent with the other features of the situation. In other words, the central angles involved in the building of a road expected to carry a large volume of high-speed traffic should, if possible, be kept well below 45 degrees.

DELIBERATE SMASH AT 50 MILES AN HOUR.

HOW FLYING SQUAD CAUGHT MOTOR BANDITS.

Four Flying Squad officers who recently arrested some motor bandits received rewards at Bow-street.

Following wireless messages broadcast from Scotland Yard, a police-car chased a motor-car which had been used in a burglary. The vehicles raced at more than 50 miles an hour and Detective Sergeant Giddings ordered his driver (Police-constable Dye) to stop the van by collision. Constable Dye then manoeuvred his car so that the wheels of both vehicles became locked. Two of the four occupants of the van were arrested.

Sir Charles Biron said that the public mind had been much perturbed at the increase in "smash and grab" raids by motor bandits. He hoped that the facts of the present case would satisfy the public of the steps being taken by the police to cope with this dangerous form of modern crime, and the skill and courage they were bringing to the discharge of their duty.

NORMAN SMITH'S PLANS.

Unless the weather and tides are favourable between January 8 and 12, Norman Smith, who is waiting to make an attempt on Sir Malcolm Campbell's land speed record at Ninety Mile Beach, will be compelled to defer his trials until the coming of the spring tides, which begin on January 24.

THE TRAFFIC POLICE.

270 ACCIDENTS IN TEN MONTHS.

Questions as to the Traffic Police were put in the House of Commons by Mr. McKee, who asked the Home Secretary what proportion of the cases brought before the courts as a result of the activities of the mobile police constitute criminal offences, apart from the provisions of the Road Traffic Act, 1930, relating to purely technical offences.

Sir Herbert Samuel said he could not, without special enquiry, give the desired particulars as to cases brought into court, and he was in some doubt as to the distinction to be drawn in the question between criminal and technical offences.

Trivial Offences.

He found, however, that of the 15,877 traffic offences reported by the Metropolitan Police motor patrols in the period of ten months since the system was instituted, to October 31 last, 688 were in respect

of indictable offences. In addition, 208 arrests for other criminal offences were made. He regretted that corresponding figures for other forces were not at present available.

Mr. McKee then enquired how many accidents have occurred in which members of the mobile police have been involved; how many lives had been lost in such accidents; and how the percentage of such accidents compared with the percentage in the case of the general motoring public.

115 London Patrols.

Sir Herbert Samuel replied that the Metropolitan Police motor patrols employed 115 vehicles, and in the period of ten months for which there had been 270 accidents. Most of these, however, were quite trivial. "One fatal accident had occurred in which two persons, both motor patrol men, were killed. He regretted he was not in a position to give corresponding figures relating to motor patrols in other forces, or to be able to furnish any reply to the last part of the question."

The figures given by Sir Herbert Samuel suggest that each police vehicle in the Metropolitan area averages nearly three accidents a year.

ACTOR MANAGER IN CAR CRASH.

DAMAGES AGAINST A WOMAN MOTORIST.

Mr. Godfrey Tearle, the actor-manager, was a witness at West London County Court in an action in which he claimed £218 for damage to his car against Miss Mary Priscilla Gwynne, daughter of the Hon. Mrs. Rupert Gwynne, of Wootton Manor, Polegate, Sussex.

"As I was driving along quietly," he said, "I was suddenly conscious of a bump which seemed to happen behind my right shoulder. There had been no sound of hooting or any other indication of a car. I got out and told Miss Gwynne that I must hold her responsible, and she replied, 'I am terribly sorry. I cannot think how it happened. I put out my hand.'"

Miss Stella Freeman, of Finchley-road, N.W., who was in Mr. Tearle's car, said that she did not see Miss Gwynne's car before the accident.

Miss Gwynne, in evidence, contended that Mr. Tearle was going a little too fast.

Judge Hargreaves gave judgment for Mr. Tearle with costs, saying that he was proceeding at a reasonable pace and was struck aside by Miss Gwynne's car crossing from the other side of the road.

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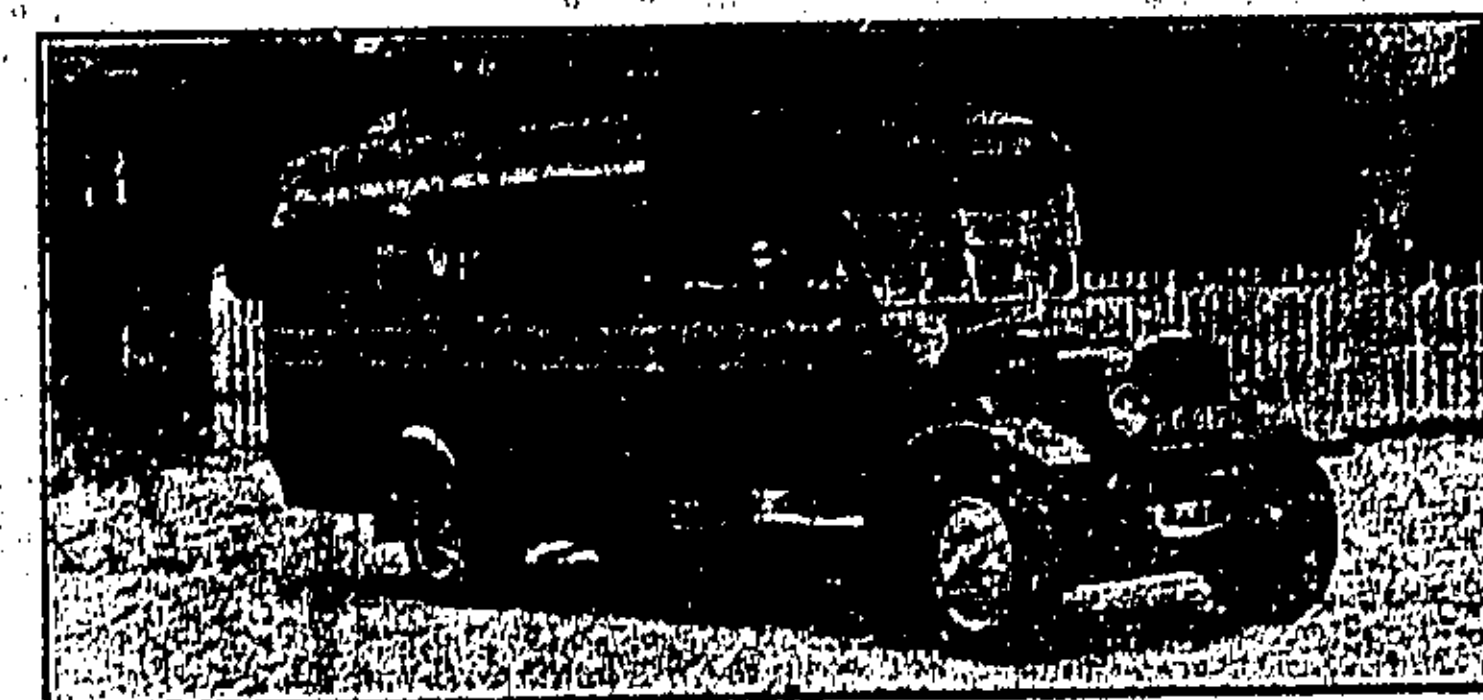
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SPARKS FROM THE PLUGS

EVOLUTION OF THE MOTOR-CAR.

TWENTY-EIGHT YEARS OF PROGRESS.

DESIGNS THAT HAVE BEEN ADOPTED AND ABOLISHED.

From the driving seat of one's up-to-date, comfortable, and undeniably reliable car, it is interesting to think back over a period of twenty-eight years and call to mind the great variety of different designs used during this period of evolution, and reflect how many of these have been eliminated after their lessons had been learnt, to the end that we may travel with certainty and in comfort.

From the radiator to the wheels a variety of different type units has been tried and eliminated on account of either inefficiency or cost of production.

To begin with, we have seen radiators in front, at the side and behind the bonnet, and even behind the back seats and at the back of the body—flat tube, round tube, honeycomb and vertical and horizontal tubular radiators. Engines "V" shaped, horizontal, horizontally opposed, rotary, radial and vertical engines with one, two, three, four, six, eight and more cylinders. Two-stroke and four-stroke engines with one and with two pistons per cylinder; engines with automatic, rotary, sleeve and poppet valves, and engines with no valves at all.

Clutches and Gears.

Then we have had at least nine different types of clutches and variable gears of every kind, including frictional, peg tooth, electrical, static, expanding-pulley, chain, epicyclic, constant-mesh gears, flat and "V" belt, automatic and the common sliding-toothed type. Back axles have varied in design comparatively little, but we have seen them non-floating, semi- and full-floating, chain-driven, belt-driven, axles driving the wheels through spur gears, straight- and helical-toothed bevels, and worm drive of both the overhead and underdriving types.

Variations in springing methods include the spiral spring, spiral spring-cum-lever, hydraulic, compressed air and different applications of the laminated springs, such as quarter-elliptic, semi-elliptic, three-quarter-elliptic, full-elliptic, and cantilever.

Much ingenuity has been spent on wheels but few have reached the commercial stage, and these are the wood-spoked type, steel-spoked both single and double, spring-spoked and wire-spoked wheels of various designs. These have been made both fixed and detachable from either the hub or the rim.

Steering gears have been interesting in their comparatively small variety, the list comprising direct lever, rack and pinion, bevel and sector, worm and sector, worm and wheel, worm and nut, and lever and cam. Brakes have always remained of the frictional variety, and, though we have progressed from the wheel rim and rope and pulley types to internal-expanding, servo-operated and Westinghouse methods, brakes have improved more in their method of application than in any other direction.

About Carburettors.

The longest tale of all could be told about carburettors: theories, the description of experiments, and actual appliances and accessories that have been offered for sale would fill a book. In spite of this, one can only call to mind four distinct types: surface, wick, direct injection, and float feed.

Ignition, again, has improved more by development than design, and only four different systems have been used: hot tube, low-tension magneto, coil and distributor, and high-tension magneto. Various methods of timing the spark have been used, from the centrifugally operated automatic advance to the piston-head contact used on a two-stroke engine of early days.

All these experiments in practical form have materially contributed by the process of elimination, towards the efficiency of the present-day car, and we must rue our hate and bow in gratitude to those stalwarts who, however misguided they may have been, had the confidence to back their ideas by production, and who thereby provided valuable stepping stones to the state of perfection in cars reached to-day.

ALMOST A CENTURY IN 1905.

82.8 M.P.H. BY HON. C. S. ROLLS IN 1903.

CLIFFORD EARP'S 97.20 M.P.H. IN 1905.

We are rather apt to regard the first few years of motoring in England as being too funny to be taken seriously, yet how many people realise that the Hon. C. S. Rolls built a car and actually covered the flying kilometre at a speed of 82 m.p.h. in the year 1903! This attempt on the record, which was then held by Charles Jarrott at 28.75 secs., was made in stormy weather of March on a private road lent for the purpose by the Duke of Portland.

The car had an 80 h.p. engine with four cylinders and a body reminiscent of a capsize boat, with two 56-pound weights in the tail to keep the rear wheels on the ground. These broke adrift and the car had to be run into Mansfield, where the services of a joiner were obtained "to box these evorting ponderosities more securely in their stowage."

The second attempt was unsuccessful, and in the third effort the rear off-side tyre burst. Undaunted, the Hon. C. S. Rolls made a fourth attempt, and was only 1.5 seconds slower than the existing record, but as the fuel supply had been cut off towards the end of the run owing to the tap shaking "off," yet another attempt was made, run owing to the tap shaking m.p.h. was attained—then the fastest speed at which man had ever driven a car. Unfortunately there was some doubt as to the gradient of the course, and this speed was not officially recognised as a world's record.

At the discussion that followed it was agreed that the engines of cars would have to be brought nearer to the centre in order to distribute the weight more equally over the four wheels.

The Brighton Meeting.

In two years, however, these speeds no longer amazed the world. In the year 1905 Brighton organised a four-day race meeting from July 19 to 22. Among the events were races for specified makes of standard cars, a race in which the cars were divided by price; another for steam cars, and a competition for Gordon-Bennett type cars over one kilometre with a flying start. The *Daily Mail* offered a 100-guinea challenge cup for cars under 1,000 kilos in weight, and *The Autocar* a cup for a similar race, without any weight restrictions. The latter was the chief event of the meeting.

The course was perfectly straight over the Madeira Road, starting from the Black Rock end and finishing at the town end. The time-keeper was Mr. A. V. Ebbelwhite.

In the race for the *Daily Mail* Cup, which was held on the third day of the meeting, each car was allowed three attempts, and in the first round Clifford Earp on a 90 h.p. Napier attained a speed of 90.97 m.p.h., while Algernon Guinness, on a 100 h.p. Darracq, was only 2 m.p.h. slower. In the second round the Napier and the Darracq tied at 90.87 m.p.h., but in the third run the Napier went ahead to 97.20 m.p.h., which broke the existing world's record, and as the Darracq could not improve on its speed the Napier was declared the winner. In this race a woman, Miss Dorothy Levitt, on an 80 h.p. Napier, accomplished 78.71 m.p.h.—equally the fastest speed to that date for a woman driver.

Amazing Handicapping.

The race for the *Autocar* Cup was disappointing, for in the first round Clifford Earp twisted the shaft of his engine, and only (Continued on next column.)

BRITISH MATERIALS ONLY.

The Minister of Transport has announced that the regulations dealing with the use of British materials on roads have been rendered stricter. Formerly, grants from the Road Funds were made with the condition that British materials should be used for works expedited for the relief of unemployment. Now, however, British materials have to be used on all road works for which Road Fund grants are made.

£42,000 CAR'S WORLD SPEED BID.

BEAM TIMING.

Auckland, Dec. 8.—Mr. Norman ("Wizard") Smith arrived here today with his £42,000 car, the Enterprise, in which he hopes to beat Sir Malcolm Campbell's world record of 245.736 m.p.h.

The attempt will be made later in the month on Ninety Mile Beach, Awanui.

Timing will be controlled by means of light, projected across the track, from a photo-electric machine. As the car breaks the beam on starting and finishing, the action will be registered and the time estimated.

TELE-TYPEWRITERS COMING.

AND QUICK TYPISTS WILL BE WANTED.

G.P.O. SCHEME FOR NEW YEAR SERVICE.

Fast typists are to be even faster, and no one with a speed of less than about 70 words a minute will be worth her salt when the new scheme contemplated by the London G.P.O. is in working order.

Already inquiries are being made by business men about the installation of telephone-typewriters, so that letters and messages will be automatically registered at the other end of the line as they are typed in the office of the caller. The G.P.O. are making arrangements to have the scheme working in the New Year.

Quick Communication.

This means that business houses can be in almost instant written communication with a correspondent as soon as the correspondent's number is given to the exchange.

People who have the necessary telephone-typewriter installation will not need to send telegrams.

As a fee will be charged for use of the telephone line for sending these messages, the faster the typist the more economical the message.

An official of the G.P.O. to-day explained to a reporter, how the scheme will work.

"The instruments for typing and recording the messages will be on a rental basis similar to telephone instruments."

£60 a Year.

"No figure has yet been fixed for the hire of the typewriters, but it is expected that it will be about £60 a year. The actual charges for each message will be on a similar basis to the telephone, but not necessarily at the same rate."

"The advantage of the scheme will be that a written record of a message will be immediately available, and there will be no necessity to abbreviate, as with telegrams."

"The typewriters themselves will have standard keyboards, so that any typist can work them."

managed 73.52 m.p.h. on three cylinders, and the race went to J. E. Hutton's 91.82 m.p.h. Mercedes second at 87.32 m.p.h., and Moore-Brabazon's 80 h.p. Mercedes third at 79.84 m.p.h. Miss Levitt was fourth at 78.16 m.p.h.

The meeting was a success except from the point of view of the handicapping. There was not a handicap which did not cause comment, and among the worst mistakes made was giving a 7 h.p. Napier over two minutes start in a mile race. Even the Panhard had to give 40 seconds to a 7 h.p. Star, and yet received 40 seconds from a 5 h.p. Baby Peugeot.

UNDERGROUND GARAGES.

LONDON CITY CORPORATION ORDER INQUIRY.

REPORT AS SOON AS POSSIBLE.

The Streets Committee of the City Corporation have been instructed to consider and report on the possibility of providing underground garage accommodation in the City. The clerk of the Streets Committee stated:

"The Council instructed the committee to investigate the position thoroughly. This they will do, and their report will be sent back to the Court of Common Council as soon as possible."

An official of the Automobile Association said:

"This is an extremely interesting scheme. If it is carried out it will undoubtedly go far towards solving the big problem of traffic congestion."

"It will be welcomed by all big firms, shopkeepers, and motorists, and there is no doubt that many advantages to pedestrians and all persons who use the streets of the City of London and in the Metropolitan area would result."

"This move is a most important step in the right direction. This problem has always been one of too great a difficulty for private enterprise to solve."

Plans for Squares.

Plans for underground garages in different parts of London have been put forward for some years. It is six years ago since an official of the Automobile Association suggested a scheme for a garage under Leicester Square; it received some official support.

A complete plan for garages under several London squares or open spaces, making a ring of parking places round Central London, was completed nearly two years ago by Mr. Thomas Spencer, a London architect. Under this "ring" system there would be garage at Marble Arch, St. Pancras, the Angel (Islington), Whitechapel, Tollymore, Elephant, Lambeth Bridge and Hyde Park Corner.

RISKS LIFE TO SAVE FRIEND.

GALLANT ACT BY FRENCH AVIATOR.

LANDS 'AEROPLANE IN FLAMES.

How an aviator climbed back into the seat of his blazing plane when he had made preparations to jump to safety, and then made a dangerous landing because he realised that his passenger's parachute had become entangled with the machine and was preventing his escape, is told in a brief official communication accompanying the award of the Legion of Honour to Adjutant Desfrayssinet.

The Adjutant, who is 26 years of age, is one of the best known French military pilots, and has already been through five campaigns, including the Riff war.

During a flight he was making on December 21, with Captain Colle as a passenger, the petrol feed began to leak, after which the machine burst into flames.

Adjutant Desfrayssinet signalled to Colle to jump, and was about to jump himself when he noticed that Colle's parachute had become entangled in the fuselage. He immediately returned to his cockpit and managed to level the plane so that Colle's parachute could be released. He then crashed the plane against a tree as an ordinary landing would have enveloped them both in flames from the rush of air.

Colle landed safely and, rushing to the aid of the courageous pilot, assisted to get him clear of the plane. Both then fell into each other's arms in mutual gratitude for a miraculous escape.

£50,000 A YEAR FROM BRIDGE.

(Continued from Page 1.)

He was now 20 years old and becoming a little tired of fighting for the under-dog. So he withdrew to the Pacific coast of Mexico and studied for another year.

It was here that the reaction against his career as a revolutionary took form.

But it was not easy to quit the revolutionary life. When the uprising under Felix Diaz occurred in Vera Cruz he joined the insurrectionists. He remained in Vera Cruz for a fortnight and left for Spain in disgust.

In Madrid former anarchist companions took him in tow against his will and made him a member of *Círculo del Ateneo*, the political and literary club out of which grew the last revolution in Spain. Culbertson has the police of Madrid to thank for helping him to rid himself forever of his revolutionary associates.

GOOD-BYE TO ANARCHY.

The first six months of the war found Culbertson immersed in research work in Berlin and Geneva. When the first American troops arrived in France he presented himself for an examination as interpreter. He passed brilliantly in six languages but failed in English. He continued his work in French Red Cross units until peace came.

Meanwhile, the revolution in which he so ardently took part a few years before engulfed Russia and wiped out his family's fortune. He was left with an apartment in Paris and a claim of £700,000 against the Bolsheviks for confiscating his father's oil property. When he was down to his last 100 francs he won 20,000 in a lucky game of cards. And so he went to New York for a job.

It was Josephine Dillon, whom he married shortly after he arrived in the U.S.A., who won him over to bridge. She already had a prominent place as a teacher of auction bridge. She convinced him that bridge not only would give him an opportunity to apply his knowledge of sociology and philosophy but would also make him a comfortable living.

When he was first introduced to the bridge clubs of New York he had already developed an unerring ability to win. He made himself unpopular by telling those who guided the destinies of bridge that something was wrong with their systems of play.

He kept a daily account of his own errors in bidding and in play. These he classified as underbid, overbid, bad lead, psychological inadaptation of partner's mental level, etc. At the end of the month he made a statistical chart which showed the peaks and valleys of the state of his game. Thus when he played, his opponents faced a machine.

To-day Culbertson is a nationally publicised product. The backbone of his business is composed of over 1,000 teachers, all having diplomas qualifying them to teach the Culbertson method. They distribute his products and come to his conventions once a year, a privilege for which each pays a fee of sixty dollars.

He owns and edits "Bridge World" magazine, and runs his own publishing company.

HIS ONE VANITY.

Culbertson is 39 years old. He speaks perfect English but still retains a strong Russian accent. His tall, thin frame is always immaculately clothed. He entertains lavishly and the guests with whom he plays bridge in the evening are the very cream of celebrities. He spends his spare time reading in international politics and philosophy. He never plays golf, he says, because it is dangerous to the mind.

He hates to dress. One can usually find him in his apartment at the Hotel Chatham in New York in a dark green dressing gown and pyjamas which he wears far into the afternoon. He never writes at a table or desk. He prefers to do this work in bed. He conducts his business through three secretaries whom he directs by telephone.

Smoking is his one vice. He smokes every day with a fresh tin of 200 particularly strong Egyptian cigarettes and rarely consumes less than 70. His one vanity is a pair of braces with gold buckles.

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TO LET—First floor, 2A, Amherst Buildings, Kowloon. Four rooms with specially designed Nursery room. All recently painted. Apply Box No. 128, c/o Hong Kong Daily Press. [1199]

THREE roomed flat (Happy Valley district) modern conveniences. For terms apply to Box No. 1688, c/o Hong Kong Daily Press. [1469]

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TO LET—First Floor, No. 5, CAMBAY BUILDINGS (No. 308, NATHAN ROAD), Kowloon. Apply to: CREDIT FONCIER D'EXTREME ORIENT, FRANK BAY BUILDING, 4th Floor. [1069]

TO LET—Ground Floor, No. 4, CAMBAY BUILDINGS (No. 308, NATHAN ROAD), Kowloon. Apply to: CREDIT FONCIER D'EXTREME ORIENT, FRANK BAY BUILDING, 4th Floor. [1069]

TO LET—In Kowloon, immediate possession Near Star Ferry in Cool and Quiet Locality. Furnished and Unfurnished European FLATS with all Modern Accommodation and Flush. Thoroughly renovated. Rent very moderate. Also for immediate possession. Flat of Two Rooms. Furnished or Unfurnished. In Palace Hotel Building, with Two Bathrooms Kitchen, etc.—Apply to: H. RUTTOBER, 39, HASTINGS ROAD, Kowloon. Tel. 57330.

TO LET—3 Roomed FLATS, Nos. 37 and 38 Ground Floor, Nos. 35, 36 and 38 Ground Floor, ASHLEY ROAD, Kowloon, with Sanitary Fixings and Bath. Very Moderate. Apply: HARKLEY & CO. Press 22485.

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TO LET—432, The P. 4th from 1st March. Situated on Stubbs Road, between Wanchai and Magazine Gap. Four sitting, four bed and three bath rooms. Garage, tennis court, swimming pool, etc. Apply to: H. RUTTOBER, 39, HASTINGS ROAD, Kowloon. Tel. 57330.

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TO LET—GODOWN, HING YEE ROAD, PRATA EAST. Slightly Constructed Two Storey Building. Ground Area, 5,000 square feet. Suitable for Kitting Factory, Godown or Garage. Moderate Rental. Apply Box 625, c/o Hong Kong Daily Press. [1275]

FOR SALE.

FOR SALE—One DKW motorcycle 7 H.P. 1928 Model. For quick sale, \$300. Apply Box 1665, c/o Hong Kong Daily Press. [1166]

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1,000 Stamps, All Different for \$8
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4,000 do. do. 40
5,000 do. do. 50
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TWO CAPTAINS AND A DEAD WIFE.

LETTERS OF MAN "FILLED WITH REVENGE."

IMPARTING OF ALLEGATIONS "A VERY WICKED THING."

"I am very sorry for you, ... But from your mind this mad folly of vengeance," said Mr. Justice Rowlett at Sussex Assizes at Lewes to Captain Arthur Edward Dennis, whose address was given as Bloombury Cottage, Kemp Town, Brighton.

Dennis was bound over and ordered to keep the peace for two years in the sum of £5 for sending letters, threatening to kill and murder Captain George Felix Courroux. He pleaded guilty.

Detective-sergeant Holt, of the Brighton police, stated that Dennis had been a clerk with the London and North Eastern Railway, at Liverpool-street Station, where he was until July 29, 1930. Since that time he had been obtaining his livelihood as commission agent and turf adviser. His character with the railway company was good.

In a Nervous State.

Replying to Mr. Thomas Gates (for the defence) the officer said that Dennis was examined by a doctor who said that he formed the opinion that Dennis would not have done this if he had been in his normal state of health. He described him as being in a highly nervous state at the time.

Mr. Gates said that Dennis had never denied having sent these letters. He had not taken up the attitude that he did not mean what he said. He had been open about it. He wrote letters he should not have written, and he realized at once that he should not have written them.

How the Quarrel Arose.

It was a man happily married and fond of his wife. Courroux had been living with them for some time; and Dennis on the morning of September 28 was told by a friend, a Mrs. Hibbert, "Have you noticed Courroux going out with your wife? They have frequently been seen recently." Dennis went straight home.

His wife was out. Later on he found Courroux with Mrs. Dennis. There was a fight in the house between the two men, and the result was that Mrs. Dennis died from cerebral hemorrhage, brought on by the excitement of the combat. Dennis was told on the 13th by his sister-in-law at Brighton that his wife had committed misconduct with Courroux on more than one occasion.

His position was that he was depressed over the loss of his wife. He was unable to sleep, he was brooding, and there was no question he was drinking. In this position he was filled with vengeance against Courroux.

He was in such a state that he lost his self control, so much so that he said he would do away with himself. It was in this state of mind that he wrote the letters, and counsel asked the judge to remember this. The forces of human nature were working on this man, filled with jealousy, hatred and vengeance.

"No Further Troubles."

Since the arrest this man had realized his position, and in a letter he had received from the deputy chaplain of the prison there occurred this passage:

"I wish you to convey to the Court the definite fact that no further troubles are to be apprehended from Captain Dennis. He has undergone a complete change of mind, and he has pledged me his (Continued on next column)

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word of honour that his former aggressive attitude has been abandoned.

Mr. Justice Rowlett, addressing Dennis, said he had suffered a great affliction. Rightly or wrongly, his married happiness was destroyed.

"When I say rightly or wrongly I mean to say that the information given to you was either right or wrong. In fact your married happiness was destroyed. You lost your wife under very distressing circumstances, and for some reason, for which I cannot recognise any reason, either in human charity or common sense, people must tell you after the poor woman was dead, when no purpose could be served, that she had been unfaithful to you."

"In my humble judgment, that was a very wicked thing, and then you became very much inflamed and you wrote these letters."

"Very Sorry for You."

"The only thing that troubles me is whether I can be sure you have got rid of this madness. I am very sorry for you. You have suffered a great deal, but still this man Courroux's life must be protected by the law, and you yourself must be protected."

"You have been the folly of all this, and believing that I am going to release you because there is no object in keeping you."

"But from your this mad folly of vengeance, and try to recover your equilibrium." Dennis was then bound over for two years in the sum of £5. Dennis said: "It was not my sister-in-law's fault she told me. The judge, very well, that will do."

CENTRAL
THEATRE

SHOWING TO-DAY

At 2.30, 5.10, 7.15 and 9.20 p.m.

Another
Powerful
Love-Drama
Hit!Gorgeous Kay Francis,
sweetheart of New
York's brilliant at-
torney. For whom he
risks scandal and
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IN
'For the
Defense'
A Paramount Picturewith
Kay Francis

— NEXT CHANGE —

MAURICE
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'The Smiling
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HONG KONG.

Queen's.
"Laughing Sinners."Central.
"The Common Law."King's.
"Silence."World.
"Beloved Martyr."
(Chinese Film).

KOWLOON.

Star.
"The Viking."

COMING.

Queen's.
"Love is Like That."Central.
"Oh Sailor Behave!"King's.
"Charley's Aunt."World.
"With Charles Ruggles and
June Collyer."Central.
"Beyond Victory."King's.
"Shadow of the Law."World.
"With William Powell."Central.
"For the Defense."King's.
"William Powell and Kay
Francis."World.
"Tilly of Bloomsbury."Central.
"A British Picture."King's.
"Merely Mary Ann."World.
"Bad Girl."Central.
"Secrets of a Secretary."King's.
"Clandette Colbert and
Herbert Marshall."World.
"Dynamite."Central.
"Love's Identity" (Part 2).
(Chinese picture).
"Be Yourself."King's.
"Ep. 1 (Chinese picture)."World.
"The Ghost Train."Central.
"New York Nights."King's.
"Rookery Nook."

MOVIE NEWS

ON THE SCREEN IN HONG KONG.

THE LEAKING
GONDOLA?HOW IT UPSET A FILM
LOVE MAKING.

Speaking of social etiquette, what should a romantic young man do when he is riding with his sweetheart across the bay of Naples under moonlit skies, singing to her and whispering sweet nothings in her ear—when, suddenly he discovers that the gondola has sprung a leak?

Charles King, who plays a leading role in Warner Brothers latest Vitaphone production, "Oh Sailor Behave!" which is coming to the Queen's Theatre on Thursday, did neither when it happened to him.

It was during the filming of this picture that the unfortunate incident occurred to King. While rehearsing a scene with his lady love, Irene Delroy, who plays the leading feminine rôle, King suddenly discovered in the midst of his love-making that the bottom of the gondola in which they were riding was covered with water.

"It was just play-acting for us," said King, "but under the circumstances it was really distracting, and as I thought, Director Archie Mayo told us the scene was all wet."

GABLE HITS BUT
DOESN'T HURT.ONE OF HIS JOBS IN
"LAUGHING SINNERS."

Hit him hard but don't injure him!

This is one of the directions which Clark Gable had to follow during filming of a dramatic scene in Joan Crawford's new picture, "Laughing Sinners," which is now at the Queen's Theatre.

In this sequence, Gable had to knock down Neil Hamilton with one blow. Inasmuch as Director Harry Beaumont was aware that there is nothing so disappointing and unconvincing to movie audiences as an obviously faked fight he instructed the actor actually to pummel Hamilton. Obviously enough, however, the victim was to be spared as many black and blue marks as possible. Gable claims it took him an entire morning to learn how to hit without hurting.

Condemned to death, spending his last hours in a cell, when all that stands between him and freedom is a word, which he locks securely behind his tightly clinched teeth. That is the opening scene of "Silence," in which Clive Brook, Marjorie Rambeau, Peggy Shannon and Charles Starrett are seen at the King's Theatre. And, from the opening shot, the play is filled with thrills throughout its length.

"Silence" is filled with action from start to finish. Brook, as the condemned man, reviews his lawless career, the career which brought ruin and death to the one woman who truly loved him; up to the time when his daughter, grown to happy young womanhood, is menaced by the sins of her father's past. The plot reveals the awakening of father love in an heart calloused by a life of crime.

Peggy Shannon, playing two rôles in this picture, her second since leaving the stage for the screen, gives two separate and brilliant performances, first as the wife, later as the daughter.

The story of the picture covers a period of about twenty years, and is interesting, also, as a graphic review of the times through which many of the present generation have lived. Needless to say it has a happy ending!

New York newspaperman whose first movie story, "Street of Chance" proved to be one of the greatest successes of the past year.



Phyllis Konstam as Tilly of Bloomsbury.

"SILENCE" AT THE
KING'S.A RAKE AND HIS
DAUGHTER."THE BRIDGE OF
SIGHS."FEATURE OF NEW YORK
COURTS IN FILM."FOR THE DEFENSE" AT
CENTRAL THEATRE.

"The Bridge of Sighs," a dark corridor of drama that long has been a New York landmark, is used as one of the settings in "For the Defense," which is showing at the Central Theatre.

The Bridge of Sighs is a covered span of stone that connects Tombs prison with the New York Criminal Courts building. Across it prisoners are led from their cells to the court docks; its name originated from their thoughts and feelings as they were led to trial or brought back again following pronouncement of their sentences. Some of the most notorious criminals in the world have made the trip over the historic "bridge."

"For the Defense" presents William Powell as a brilliant criminal lawyer who saves many a client from jail. But the day comes when he must summon every trick in his power to save the girl he loves from a charge of manslaughter. In attempting to win the case for her he is caught in the coils of the law himself, and faces a life term in jail. The climax leaves audiences breathless.

Kay Francis is the sweetheart who is threatened with the ominous trip across the Bridge of Sighs into lifetime of imprisonment.

Scott Kolk is the society ne'er-do-well who starts all the trouble. He was one of the featured players in "All Quiet on the Western Front."

"For the Defense" was written by Oliver H. P. Garrod, a former

(Continued on previous column.)

LAST TWO DAYS KING'S AT 2.30, 5.10, 7.15 & 9.20 P.M.

Love opened his heart—and sealed his lips! His life may pay the penalty for his stubborn silence! why can't he speak?

CLIVE BROOK
Marjorie Rambeau
Peggy Shannon
Charles Starrett
A Paramount Picture
from Max Marcini's play
Directed by
LOUIS GASNIER—MAX MARCIN

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Heartbreaks and laughter in the funniest film ever made
"TILLY OF BLOOMSBURY"
with SYDNEY HOWARD, PHYLLIS KONSTAM.

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ALWAYS BLONDE!

AUTHOR ON FILM STORIES.

Mr. R. H. Mottram, author of "The Spanish Farm," in the course of an address on "True and false romance, made some amusing criticisms of film stories. He said: "I must not be understood as finding fault with the personnel of the screen picture industry, but what I do say is that the romantic tendency which should stimulate us by the strangeness of its discoveries and excite us by the beauty to which it should lead us, is being prostituted to the mere passing of time in looking at, or listening to, or otherwise absorbing stuff that cannot best give a very distorted and uninformed view of life.

The Screen's Conventions.

"The screen story involves no strain upon the audience unless upon their credulity. It has its own conventions. You can tell the hero either by his slightly excessive good looks or his equally unusual misfortunes. The heroine is blonde. What connection there is between blonde complexion and injured virtue I have no idea, but that there is a connection is being instilled into the minds of the whole rising generation. I do not feel it very dreadful that opposite to these two should be the sinister crook and the vamp woman, who is always dark. But it does seem serious to me that a whole generation of school children should be told that virtue—and such wasy virtue—always triumphs by accident, that the country of which they happen to be natives always wins, that old people are generally wicked or mandlin, that rich people are always good. All these things are possible; they are evidently usual at Hollywood. The thing that seems to me shocking is that they are portrayed as being inevitable.

Audiences Not Convinced.

"And I do not believe even then that the majority of the now immense audiences are convinced. My reason is that I see so many of them entering or leaving these places of amusement during the progress of a screen story as though it didn't matter. From this I argue that the effective function of mechanical entertainment is to put away anyhow, nohow in particular, that leisure which was supposed to be one of the crowning blessings of civilisation."



Miss Williams in her daring Trick Riding.

Who will appear at Harmston's Circus opening at Kowloon on January 25.

LONDON FILM GIRL TO
WED PRODUCER.MISS BETTY LAWFORD AND
MR. MONTA BELL.

New York—Mr. Monta Bell, an American film producer and director, was married last month to the London-born film actress, Miss Betty Lawford.

The ceremony took place in the City Hall, and Mayor Walker officiated. Mr. Bell was recently divorced by his first wife.

Miss Betty Lawford is the granddaughter of Mr. Charles D. Slater, an English theatrical manager. She made her stage debut in "Henry IV," at the Players' Club in New York, later appearing in "The Lady Lies" at the Little Theatre. She was in the Paramount picture "Gentlemen of the Press."

Mr. Bell, who at one time was a newspaper reporter, was appointed as assistant producer by Mr. Chaplin for his film, "A Woman of Paris." He has since produced several big pictures.

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THE LATE R. O. YOUNG.

DEATH ENQUIRY HELD
YESTERDAY.

VERDICT OF SUICIDE WHILST OF UNSOUND MIND.

The tragic discovery of the body of the late Revenue Officer Young on the hillside above Lai Chi Kok prison on November 8 last year was recalled at the Kowloon Magistrate's Court yesterday, when Mr. J. A. Fraser, sitting as Coroner assisted by a jury consisting of Mr. F. T. Clemon (Foreman), Mr. Li Jor Sea and Mr. Fan Kwok Hong to conduct an enquiry into the circumstances of the death.

Detective-Sergeant Goodwin said in evidence that at about 8.30 a.m. on November 8 he was conducted to the hillside to the north of Lai Chi Kok road where he saw the badly decomposed body of a European, in a tiny clearing in the undergrowth. There was a bullet wound in the right temple, and an automatic pistol with a discharged cartridge case jammed in the ejector opening was gripped in the right hand. The undergrowth was of such density that the body could not be seen two yards away. He removed the body to the Kowloon mortuary where, at 9.30 a.m. the next day, he identified it in the presence of witnesses.

Detective-Inspector M. Murphy said that on November 8 he searched the body and found in the pockets of the clothing a wallet, bunch of keys, pipe tobacco pouch, cheque book and his ticket bearing the name, 'N. J. Young.' He was handed an automatic pistol by Sgt. Goodwin, which he later passed over to the Police Armourer at the Water Police Station. In answer to the Foreman of the jury, Inspector Murphy said there was no money on the body.

Medical Evidence.

Medical evidence was given by Dr. K. H. Uttley, to the effect that death was due to a gunshot wound in the skull, and that the badly decomposed condition of the body would have rendered any attempt at examination of the internal organs useless. It was impossible, said Dr. Uttley, to say whether or not the wound was self-inflicted; a bullet from the automatic pistol produced in Court could have caused such a wound.

Sergeant J. H. Scott, Police Armourer, said that he made an examination of the automatic pistol handed to him by Detective-Inspector Murphy on November 8. It was a Remington .32 (7.65 m.m.) calibre seven shot automatic pistol, number 63258, license number 127. There was an empty shell jammed across the ejector opening, and from its position he would say that it had been fired; the shell had not been thrown clear because of improper ejection. The magazine of the pistol, which when fully loaded held seven rounds, then held six live rounds.

Decided's Last Walk.

Evidence of the deceased having passed Lai Chi Kok prison on October 13, the last day he was seen alive, was given by Warder W. R. Debar, of Lai Chi Kok prison, who said that at about 6 p.m. on that date he was on the verandah of his quarters when he saw Young walking slowly along the road towards Tsun Wan smoking his pipe.

Similar evidence was given by Warder J. Johnson, who said that at about 6 p.m. he was walking along the road towards Hong Kong when he met Young, whom he knew quite well, coming in the opposite direction. He nodded to Young, but the deceased failed to recognize him. Witness said that he had seen Young frequently between Mong Kok and Lai Chi Kok before, but he had never seen him passing the jail. He was a man one could not easily mistake, and he had several times conversed with him on the Lai Chi Kok-Mong Kok bus.

According to Chinese Revenue Officer Pun Pui, who stated that he had been working with deceased for a year before his death, R. O. Young seemed in his usual spirits on Tuesday October 13, which was

the last day he saw him. On that occasion he left his office at about 5 p.m. and walked up Shanghai Street.

Distillery Allegations.

Another Chinese Revenue Officer, named Li Fun, said that he was working with R. O. Young for about two years before his death.

On October 13 he was with R. O. Young and Mr. Lloyd at a distillery on the Castle Peak Road, and heard the licensee of the distillery say to Mr. Lloyd: "The Inspector's bus ticket was bought by me; I have got it for him." He was referring to R. O. Young. Shortly afterwards he and R. O. Young returned to the office, and R. O. Young wrote a letter, which was an unusual thing for him to do. He appeared unhappy and spoke less than usual. Witness asked him where he was going to spend the night and he replied that he did not know where he was going. Li Fun then asked if there was any more work for him that night, and receiving a negative reply went home for his meal. That was the last he ever saw of R. O. Young. In answer to Mr. Fraser, witness said that the deceased had seemed unhappy only for a few hours previous to his leaving him for the last time.

Widow's Evidence.

Mrs. Young, the widow, was then called, and was given a seat near the Coroner. Mrs. Young then objected to their being only one European on the jury, but was told by the Coroner that that matter must be left to him.

Mrs. Young said that she had been married about two years, and that until recently her married life had been a very happy one. She lived with her husband until October 1 at a flat in Carnarvon Road, Kowloon, when he left her. Previous to that date she had no intention of leaving him, but had been told by other people that he intended to leave her. He went from one person to another getting advice about the matter, and had been to a lawyer, though whether he had taken the latter course with a view to obtaining a separation she did not know.

At this point Mrs. Young became excited and said: "They want to blame everything on to me because they want to whitewash the Revenue Department."

Mr. Fraser: "Calm yourself, Mrs. Young. You will do yourself more harm than good."

Objected to Chinese Visitors.

Mrs. Young then went on to say that a cause of the friction between her husband and herself was his practice of having Chinese into their only reception room forcing her to retire to the bedroom. With regard to the master of the distillery, she had seen him many times at the flat, and she had also been to his distillery. Her husband had told her that he was worried about an offer that had been made over or three months before his death in connection with this man.

About a year ago she went to see Mr. Lloyd to ask him to take her husband's automatic pistol away from him as he had been threatening everyone with it. He was at that time suffering from boils in the ears, but would not leave his job, saying there was nobody else to do his work.

In answer to the Coroner, Mrs. Young said that after her husband had left her she was under the impression that he was living at the Revenue Officers' Mess, as he was there before they were married. She went on living at the flat.

Suggestion of Mental Unbalance.

He wanted her to be taken away and placed under observation as he said that she was mentally unbalanced, and for two days had run after her with two doctors. So far as she knew her husband was worried about two things, their domestic relations and the master of the distillery. She had no reason to think that he was going to commit suicide.

Mrs. Young then identified the property found on the dead man, remarking that she thought the gun was bigger and heavier than it really was.

Clergyman in Box.

The Reverend W. Walton Rogers said that he first met Mrs. Young on Wednesday October 7 last year, when she sought his advice because she was in trouble about matrimonial affairs. He gathered that her husband refused to live with her. He spent some time with Mrs. Young and then endeavoured to get into touch with her husband. A few days later R. O. Young visited him, and gave him the impression of a man who was in trouble. He said that he could not

(Continued on next column.)

DEATH OF MR. F. T. LEE.

WELL-KNOWN IN LEGAL
CIRCLES.

The death occurred on Sunday of Mr. Frederick Thomas Lee, senior interpreter to Messrs. Wilkinson and Grist, with which firm he had been associated for over 30 years.

Mr. Lee, who was 83 years of age, had hardly known a day's illness until last year when indifferent health necessitated an operation which came as a surprise to all who knew him. Subsequently he showed signs of substantial recovery but suffered a recent relapse and succumbed at his residence No. 294, Prince Edward Road, Kowloon.

Born in Hongkong in 1868, Mr. Lee was educated at the Diocesan Boys' School and Queen's College. After a period of service in the Imperial Maritime Customs, Shanghai, he returned to Hong Kong and joined the legal profession.

By virtue of his position Mr. Lee, who was better known to the leading Chinese business men of the Colony as Mr. Li Fuk-tsau, came into immediate contact with a wide circle of friends with whom his staunch loyalty was a byword. He was also highly respected by the many Europeans who knew him.

He is survived by a widow, three daughters and three sons, two of whom, Dr. George Lee, medical practitioner, and Mr. Richard E. Lee, A.R.I.B.A., the architect, returned from England last year and are now in practice locally.

The funeral will be held to-day, passing the Monument at 6 p.m.

live with his wife and did not know what to do with her or himself. Witness suggested that he might go home, but Young replied that he would like to do so if it were possible.

The Rev. Rogers said that he gathered that Mrs. Young was not willing for her husband to return, and that there were matrimonial difficulties. Young left the Vicarage after about an hour, saying that he could see no way out of his trouble. He was greatly worried, but spoke quite rationally.

Allegations of Irregularities.

Chief Preventive Officer W. J. Buller then gave evidence. He said that he had known R. O. Young since 1930. He was very sober and above the average intelligence, and was an efficient and keen officer.

On October 12 one of the distillery jokers arrested for irregularities in connection with the distillery said: "Why should we be arrested and not the 'pompom'?"

They were at the distillery at the time and he told Young to say as little as possible because he knew what an excitable man the master of the distillery was and wanted to avoid trouble if he could.

Defrauding the Government.

Mr. H. N. Taylor, Government Montopol Analyst, said that for some time before his disappearance Young had been very depressed, and had told him that he had domestic trouble and was very worried about his wife.

Serious allegations were made against Young on October 12 by a joki and master of the distillery, and again on October 13 by the licensee.

The Summing Up.

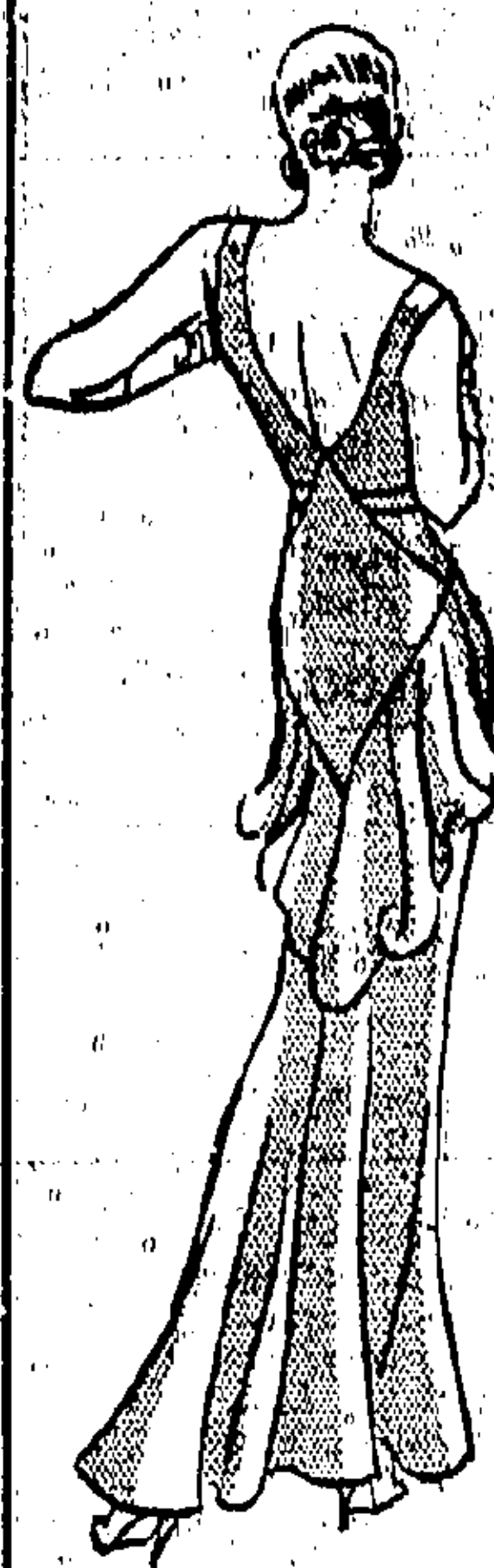
Mr. Fraser, in his summing up, referred to the unhappy domestic life of the deceased in the weeks immediately preceding his separation from his wife, and to the allegations made against him by the joki and master of the distillery. The Coroner gave a brief outline of the case in which this distillery were prosecuted for making illicit liquor, thereby defrauding the government of hundreds of dollars daily. The illicit spirit was manufactured on a great scale, and when the distillery was raided a very considerable quantity of illicit liquor was found on the premises. Revenue Officer Young, when conducting previous examinations of the distillery, either was so lax in his duties that he made but a cursory examination of the premises, or knew of the irregularities and had connived at them.

The Coroner went on to say that the jury had to consider whether the wound in the head of the deceased was self-inflicted, or whether it was accidental or caused by some other person. If it was self-inflicted then they ought to consider the state of the deceased's mind at the time of the occurrence.

Suicide.

The jury thereupon returned a verdict to the effect that Revenue Officer Young died as the result of a gunshot wound in the head which was self-inflicted, and that his mind was temporarily unbalanced at the time.

Mr. Fraser: "That amounts to a verdict of 'Suicide whilst of unsound mind.' I agree with the verdict."



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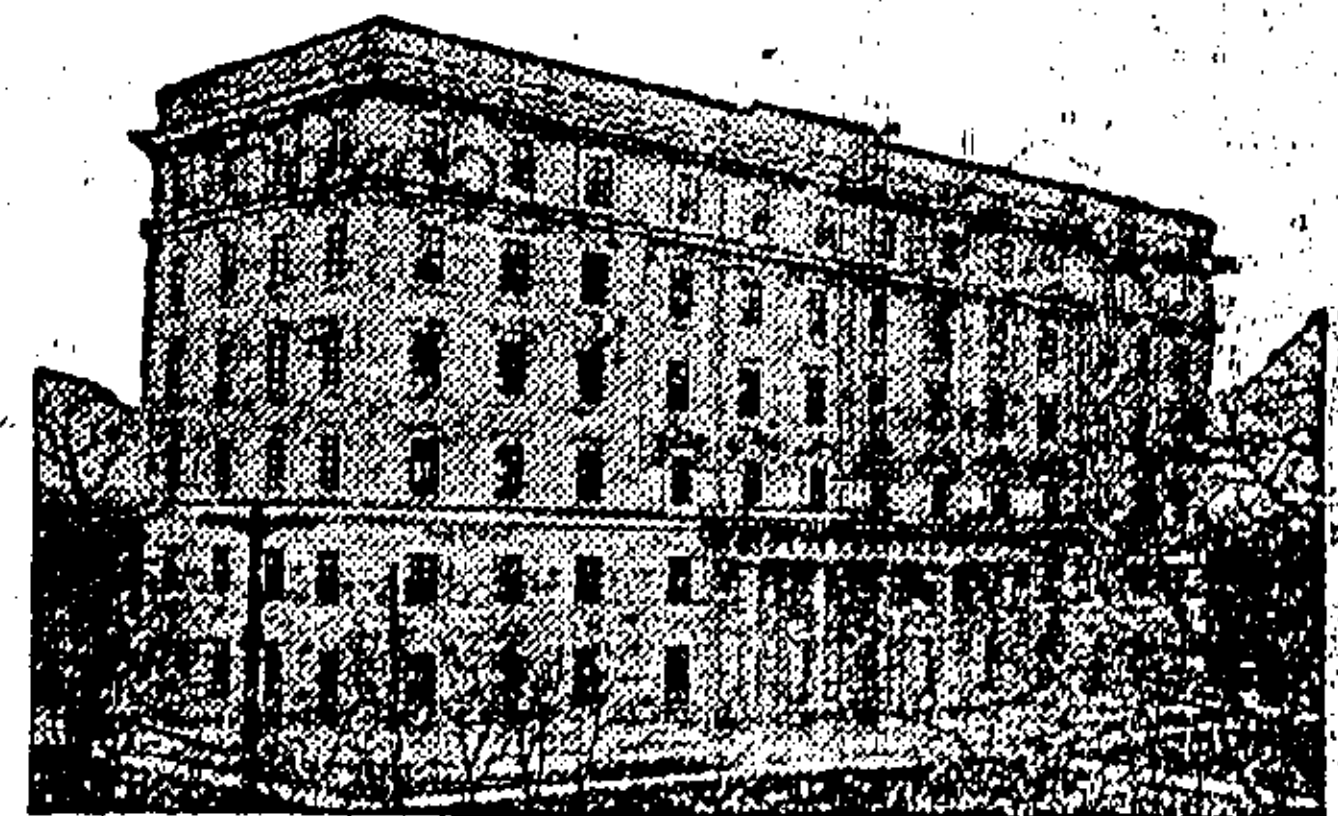
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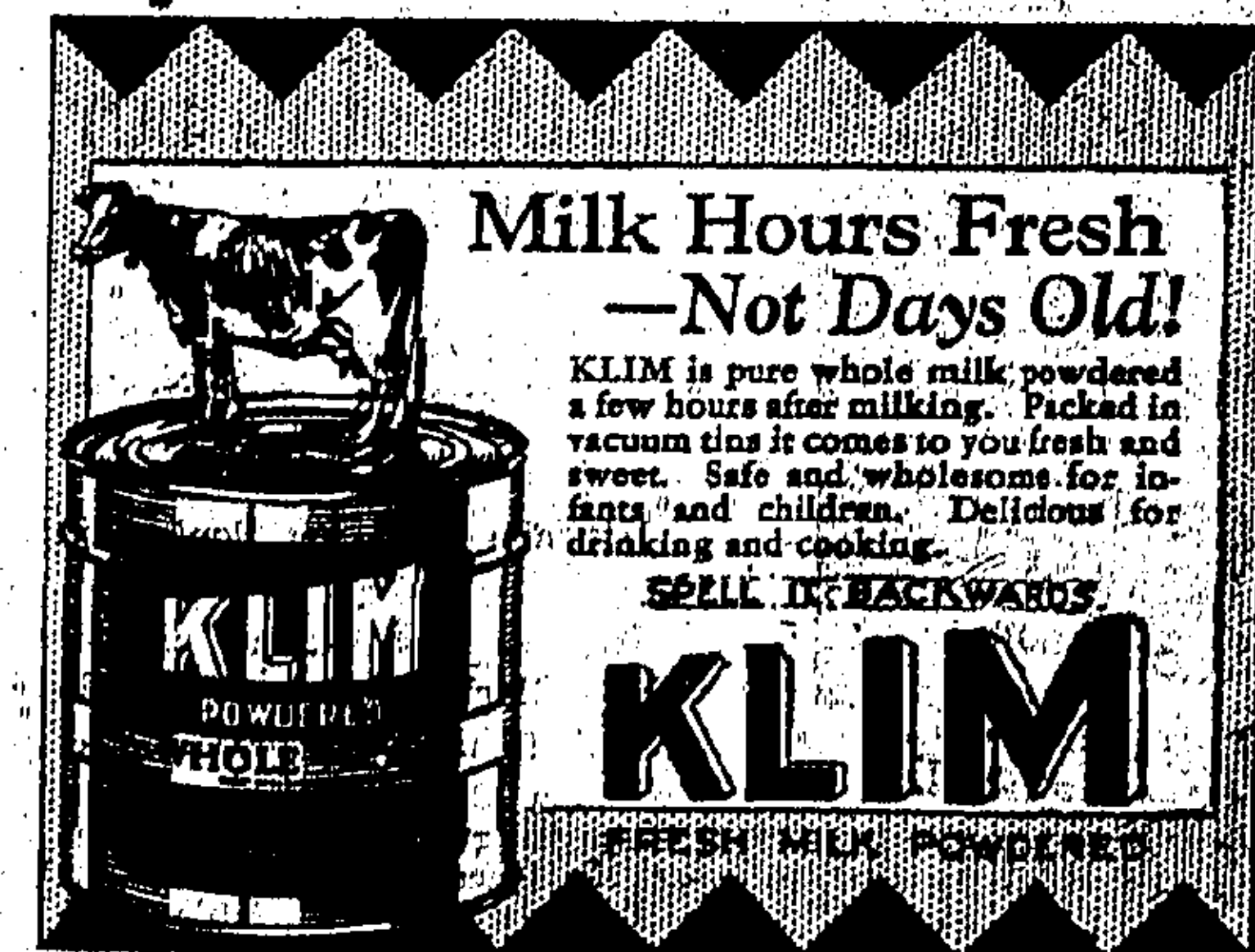
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THE UNIVERSITY CONGREGATION

VICE-CHANCELLOR STRESSES DESPERATE NEED OF SCHOLARSHIPS.

PICKED STUDENTS MUST BE SENT TO BRITISH UNIVERSITIES AND WORKSHOPS.

That there was no truth whatever in the rumour that the Education Department and the University were seeking to abolish the teaching of Chinese from the schools of the Colony and from the University was a statement made by the Vice Chancellor of the University, Sir William Hornell, in the course of his speech at the twenty-third congregation of the University.

Sir William referred to the opening in September last of the Tang Chi Ngong School of Chinese. He also mentioned that in the course of last year the Boards of the three Faculties drew up schemes of improvement, rendered possible by the endowment to the University of part of the Boxer Indemnity Funds. The Council of the University decided, however, before finally allotting the extra income, to have investigated, the question of the provision which the University should make for the teaching of Chinese. The investigation is now being undertaken by a special committee.

The Vice Chancellor, in the course of his speech, said that the University was in desperate need of scholarships which would take its picked students to the Universities and workshops of Britain.

VICE-CHANCELLOR'S SPEECH.

There was served prior to the procession which took place at 3 p.m. When the congregation was seated His Excellency the Governor, Sir William Peel, declared the congregation open after which the Vice Chancellor addressed the congregation. The full report of his speech appears below.

On March 10, 1931, this University's first Vice Chancellor, Sir Charles Eliot, died at sea. Sir Charles was a great scholar and a great gentleman. As I said when many members of the University met in this hall to pay to Sir Charles their last tribute, looking back over this University's troubled history, I have sometimes wondered and still wonder whether the Institution would have survived the years of its precarious infancy, had it not been for the personality and reputation of its first Vice Chancellor. May I repeat something else which I said on this same occasion, namely, that it is fitting that we, while we deplore our loss, should determine that this University which meant so much to Sir Charles Eliot should be maintained in a manner worthy of the great scholar who was its first executive head.

On March 28, 1931, the University's first Professor of Medicine, Dr. John Anderson, died in hospital at Shanghai. He was taken in the fulness of his vigour. To his many friends who met in this hall to testify to the affection in which they held him, I suggested that, as the years rolled by and the University grew into manhood, it might be that many more eminent Professors than John Anderson would occupy its Chair of Medicine, but that I doubted whether any of his successors would be more universally beloved in Hong Kong. Dr. Anderson died a comparatively poor man, but he did not forget this University. He has bequeathed to the University the sum of £250 free of duty for the establishment of a prize in the form of a gold medal to be given annually to the medical student who attains the highest aggregate of marks in all the professional examinations.

New Officials Welcomed.

In December last, Dr. Leslie Davis arrived from Cairo (he had been previously in the Sudan) to fill the vacant Chair of Pathology. Earlier in the year, Mr. N. H. France came from Cambridge to be the University's Reader in History. The University has been fortunate in securing the services of these two officers. On behalf of you all I extend to them a hearty welcome and hope that they will be happy here.

The Boxer Indemnity unto which this University had for so many weary years of waiting lifted up its eyes in hope, was disposed of by an Act of Parliament which on March 4, 1901, found its way to the Statute Book of Great Britain. Under the provisions of this Act a sum of £200,000 has been paid over to this University. This sum has been invested in War Loans in London.

A leading article in one of the local newspapers criticized this arrangement. "Why did the University not take advantage of the

exchange and invest the money locally?" It seems that under existing financial conditions no one can ever do the right thing, for when the University in 1900 was in grave financial difficulties owing to the collapse of the dollar, the cry was "all this might have been prevented if only a reasonable proportion of the University's funds had been invested in sterling securities." The collapse should have been foreseen. Perhaps if we had foreseen it, some of us would not be here; but seriously, trustees' securities are not easy to find in Hong Kong, nor do they yield anything like the interest they used to yield a few years ago. Attractive Shanghai mortgages have been taken up, but I doubt whether it would be wise to invest all the University's funds in Shanghai.

The Boxer Indemnity.

The rest of the Indemnity, the total value of which is over eleven million pounds sterling, has been assigned under the Act in the following manner. A sum of £200,000 has been paid to the Universities China Committee in London, to be spent on certain purposes specified in the First Schedule to the Act. The remainder of the balance of the fund, that is to say the money which had already accrued as the result of payments already received on the Indemnity account, minus the expenses properly chargeable to the fund (in which expenses the amounts of £200,000 and £200,000 which have now been paid respectively to the University of Hong Kong and the Universities China Committee in London are included) is to be paid to the Chinese Government, Purchasing Commission, a body which, in accordance with the provisions of the Act, has been constituted in London "to enter into, and to supervise and secure the carrying out of contracts for the supply and delivery in China of such plant, machinery and other articles, to be manufactured in each case within the United Kingdom, as the Chinese Government may from time to time request them to purchase." As to the future payments of the Indemnity—payments which will amount before the Indemnity has been paid off in 1945, to £7,847,065.4.5—half of each such payment, as it is made, is to go to the Chinese Government, Purchasing Commission in London and half to a Board, since appointed by the Government of China in accordance with the terms of the Act "to be trustees for the purpose of receiving these moneys and applying them to objects mutually beneficial to China and the British Empire."

During the course of the negotiations which preceded the surrender of the money, the Chinese Government had expressed their intention of dealing with the funds in harmony with the general views set forth in the report of the Anglo-Chinese Advisory Committee which was published in 1926 and was based on the recommendations of the Willingdon delegation. On December 19, 1930, Dr. C. T. Wang who was then Foreign Minister to China, wrote thus to Sir Miles Lampson. "The Chinese Government proposes in the first instance to apply the bulk of the funds to

the creation of an endowment to be subsequently devoted to the educational purposes mentioned in the Report of the Advisory Committee." "It appears to the Chinese Government," Dr. Wang continued, "that the most advantageous plan for providing such an endowment would consist in the investment of the greater part of the said Indemnity funds, namely the accumulated funds now on deposit and all future instalments, in rehabilitating and building railways and in other productive enterprises in China."

Result of Negotiations.

The upshot of all this was that in 1901 the British Government accepted a sum of £11,800,547 in settlement of actual payments incurred in connection with the Boxer Rising and of claims submitted by British subjects for losses sustained in the course of that disturbance (which claims, incidentally, had, after careful scrutiny, revision, and adjustment, been fixed originally at £18,518,610) and that the British Government, having in 1902 decided to devote the whole of the Indemnity to the mutual interests of His Majesty and the Republic of China, implemented in 1931 an arrangement in accordance with which £200,000 have come to this University. £200,000 have gone to the Universities China Committee in London, some £7,439,000 will eventually go to the Purchasing Commission in London, and some three and a half millions to the Board of Trustees. The Government of China have agreed that the last two sums shall form an endowment for educational purposes mutually beneficial to China and the United Kingdom. It remains to be seen who will eventually benefit from this endowment the capital of which will be nearly eleven million pounds.

I have said that the contribution of £200,000 which the University received from the Indemnity was invested in War Loans in London. The investment was at the time calculated to bring in a return of about 5 per cent, but the position in London has changed since the investment was made. It was estimated on June 1 last that the additional annual income from this investment would amount to £323,700, but this estimate will have to be modified with reference to the exchange value of the dollar and the possible conversion of the Loans at a lower rate of interest. The additional income which may be expected to accrue to the University from this contribution has not yet been finally assigned to the various purposes of the Institution. In the course of last year the Boards of the three Faculties drew up schemes of improvement and the Senate approved these schemes. But the Council of the University decided before finally allotting the additional income, which is not an overwhelming amount, to have the question of the provision which the University should make for the teaching of Chinese thoroughly investigated. The investigation is now being undertaken by a special committee which was appointed by the Court of the University. When the claims of Chinese have been adjusted against those of the other University activities, then the scheme for assigning the whole of the University's additional income will go before the Court of the University.

Abundant Rumours.

I hope that what I have just said will finally dispose of the absurd rumours recently afloat, that the Education Department and the University were concocting a secret and vile cabal to abolish the teaching of Chinese from the schools and the University of the Colony. A picture of almost fascinating horror was drawn—a picture of the Director of Education and the Vice Chancellor banded together to do evil, to sap the very foundations of Chinese life. Disraeli once said in the House of Commons that "it is much easier to be critical than to be correct." Anyway, I can assure those who have been haunted by this dread, that their fearful imaginings are entirely without foundation.

The University's School of Chinese Studies has been a failure, there is no gainsaying that. We have got to profit by the experience and to think out afresh how we can, always keeping the University's obligation that our Ordinance imposes upon us to make due provision in the Faculty of Arts for the study of Chinese Language and Literature. The University realizes

(Continued on Page 11.)

FIREMEN SENT TO GAOL.

FOUND LOOTING DURING RECENT FIRE.

There was a sequel to the fire which broke out in Shanghai Street on Saturday, at the Kowloon Magistracy yesterday, when three firemen were charged with looting at the fire.

Regarding the first defendant, Mok Sai, Inspector Clark said that he was at the fire when he saw the defendant putting his foot over a silver watch which was lying on the ground at the time. Officer Smith also noticed the incident and went up to the man, who, on being searched, was found to have in his possession a jade bangle and some money. There were some special pockets in the man's clothing and special slits in his boots.

He was sentenced to six months' hard labour.

A similar sentence was meted out to another fireman who was charged with the theft of a gold watch, and alternatively with receiving. It was stated that the defendant was seen trying to throw the watch away at the Yau-mat Police Station.

The third defendant was discharged as the Magistrate held that there was insufficient evidence to convict. It was stated that on being searched at the Yau-mat Police Station, he was found to have in his possession a certain amount of money and that he failed to give a satisfactory explanation of this.

JUNK MASTER ROBBED.

PIRACY IN PENGSHAN DISTRICT.

VICTIMS LEFT ON AN ISLAND.

According to a report made to the police by the master of a trading junk, he was the victim of a piracy perpetrated near the Ping Shan district on Sunday last.

His boat with a cargo of oil and fish maw, valued at about \$600 left Yau-mat at about 5 o'clock on Sunday. The cargo was destined for Tai Ping, in Chinese Territory.

The trip was uneventful and when night came, the little junk was anchored off Lung Ku Tan (Ping Shan district). The master, his daughter and a joki slept on deck.

At about midnight, an unknown boat with five armed men on board sailed alongside and producing revolvers and daggers, threatened the occupants of the cargo junk. They searched each of the three persons and finding no money, took them on board the pirate ship and sailed away toward Ling Ting Islands. The victims of the piracy were eventually deposited in Tong Kiu Island in British waters where they were put ashore.

The marooned shipmaster and his daughter and joki were rescued yesterday by another fishing junk and taken to Tai-O where a report of the outrage was made to the authorities.

NEW SOLICITOR IN THE COLONY.

MR. F. G. NIGEL ADMITTED TO PRACTICE.

An application was made by the Attorney General (Hon. Mr. C. G. Alabaster, K.C.) in the Supreme Court yesterday, before the Chief Justice (Sir Joseph Kemp), for Mr. Ferdinand Gerald Nigel to be admitted to practice as a solicitor in the Colony. Mr. Nigel is connected with Messrs. Johnson, Stokes and Master.

In granting the application, his Lordship expressed the hope that Mr. Nigel's career in Hong Kong would be a successful one. Mr. Nigel was admitted to practice as a solicitor in the Supreme Court of Judicature in England on October 12, 1931, and arrived in Hong Kong in November. He obtained a first-class at the Matriculation Examination of the University of London and served his Articles of Clerkship with Messrs. Maude and Tunnicliffe, of Arundel House, London.

IRISH SWEEPSTAKE SENSATION.

WELL-KNOWN TRAINER FINED £100.

If having been brought to the notice of the Stewards of the Jockey Club that H. Braine, the trainer of Soudroy and Hot Bun, engaged in the Manchester November Handicap, had approached persons who had drawn these horses in the Irish Hospitals Sweepstake, they called on Braine for an explanation.

Owing to certain mitigation circumstances the Stewards decided that the offence did not come under Rule 178 (iii), but considered that Braine had behaved in a grossly improper manner. Taking into consideration the fact that he had a previous good character, extending over 40 years, the Stewards (Sir Samuel Scott acting for Lord Harwood) imposed a fine of £100. The Stewards were satisfied that the owners concerned had no knowledge of the transaction.

Rule 178 (iii) of the Rules of Racing reads: "If any person having official duties in relation to a race, or if any trainer, jockey, agent, or other person having charge of, or access to, any racehorse, corruptly accept or offer to accept any bribe in any form... every person so offending shall be warned off Newmarket Heath and other places where these Rules are in force."

HONG KONG STOCK MARKET.

YESTERDAY'S OFFICIAL QUOTATIONS.

The session opened very quietly yesterday morning, but there was no change in prices.

Sales.
Telephones (part paid), \$29.
Buyers.

Douglases, \$24.
Providents (old), \$5.30.
Providents (new), \$2.40.
Hong Kong Lands, \$82.
Ewos, Tls. 15.
Star Ferries, \$98.
Singapore Tractions, 3/-.
Cements (old), \$12.
Sinceres, \$16.
Constructions (new), \$1.80.
Wharves, \$150.
Hotels (old), \$15.35.
Hotels (new), \$14.80.
Chinese Estates, \$95.
Trams, \$22.40.
Hong Kong Electric, \$70.
Canton Ice, \$5.
Dairy Farms, \$20.
Powells, \$3.
Hong Kong Government Loan, \$2 per cent. premium.

Sellers.
Indo-Chinas (Prof.), \$45.
Indo-Chinas (Def.), \$32.
Hong Kong Electric, \$70.
Rauks, \$30.
Ewos, Tls. 16.
Entertainments (old), \$10.
AFTERNOON SESSION.

Investment stocks appeared to be coming into demand, and most of them were marked up at the afternoon session.

Sales.
Hotels (old), \$15.35.
Ewos, Tls. 15.90/15.95.
Hong Kong Lands, \$82.
Hong Kong Electric, \$70.
Buyers.

Wharves, \$150.
Star Ferries, \$98.
Hong Kong Lands, \$82.60.
Hong Kong Electric, \$70.
HEALTH IN EASTERN PORTS.

THE FOLLOWING HEALTH BULLETIN OF EASTERN PORTS, FOR THE WEEK-ENDED JANUARY 2, HAS BEEN ISSUED:—

Cholera.		
	Cases	Deaths
Bombay	1	1
Rangoon	1	1
Saigon	1	0
Small-Pox.		
Baghdad	1	0
Basrah	1	0
Madras	3	1
Rangoon	18	2
Saigon	3	2
Amoy	42	10
Canton	5	0
Shanghai	18	0



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- 9229—AVE MARIA (SCHUBERT) ... HERBERT WALTON
- 9416—IN A MONASTERY GARDEN ... PATTMAN
- 9417—FOUR INDIAN LOVE LYRICS ... PATTMAN
- 9562—PANTASIA IN G MINOR ... COMMETTE
- DX260—SCOTIA ORGAN MURRAY ... MACLEAN

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NOTICE

CHANGE OF ADDRESS

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LINSTEAD & DAVIS. [1674]

THE HONG KONG JOCKEY CLUB

NOTICE

CHANGE OF ADDRESS

A S from 11th January, 1932, The Hong Kong Jockey Club offices will be located in GLOUCESTER BUILDING, 3rd Floor—Telephone No. 27794.

O. B. BROWN, Secretary. [1673]

THE HONG KONG JOCKEY CLUB

OWNERS are reminded that entries for the Annual Race Meeting must be in the hands of the Secretary on or before Saturday, 18th January, 1932, at 5 p.m.

By Order,
C. B. BROWN, Secretary. [1672]

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DEATHS.

ALVARES.—On January 11, at 9.45 a.m., at 13, Rue de St. Macao, ALVARES ANTONIO ALVARES.

LEE.—Frederick Thomas, at 3 a.m., on Sunday, 10th January 1932, at his residence No. 294, Prince Edward Road, Kowloon. Age 63. Funeral will pass the Monument at 5.00 p.m. on Tuesday, 12th January 1932. [1670]

The Daily Press.

HONG KONG, JANUARY 12, 1932.

THE AGRICULTURAL SHOW.

It will be a great pity if the New Territories Agricultural Show should fail in its objective and either be abandoned or carried on as the insignificant plaything of a few enthusiasts, with the Chinese farmers blandly sceptical about the whole affair. The object of an agricultural show is to effect contact between the farmer on the one side, and his customers, and the makers of agricultural machinery and appliances on the other. At the big English agricultural shows elaborate exhibitions are staged by the engineering firms whose names are household words among the tillers of the soil, and the industrial side is as important as the sections for stock and produce. Most flower shows are on a small scale. They have an intimate and personal touch. Friends compete with friends, with the produce of their gardens, and usually a village show in England has really beautiful displays of flowers and crops.

The New Territories Show is on the scale of a village flower show. But it lacks the beauty of flowers, and the really fine quality of fruit and vegetables that one finds in such an English village function. No disparagement is intended. The New Territories Show is an exhibition of what is normally produced and what can be produced in that district. The Chinese farmers do their part quite well. They do not come forward in throngs, but at least a good indication is given of what they can grow. European and wealthy Chinese residents also send along interesting specimens from their gardens, showing the Chinese peasant what can be done by new methods. To succeed, and even to survive, the show must, however, do more than stage specimens from fields and gardens. One can see these in the markets. If the makers of agricultural machinery and the producers of artificial fertilizers hope to build up a Chinese market they should surely make a beginning in the New Territories. At least they can gather information as to what is needed and what the Chinese farmer can be induced to buy.

Is the answer already that the Chinese farmer is too poor to buy

and even if he were not too poor, he refuses to look at anything foreign? If British firms take up this attitude once again they will find their rivals quietly winning where they have failed. Then they may think with regret of the little show at Sheung Shui which they might have made a success, and where they might have picked up a lot of useful information.

The show last weekend had rather the appearance that it drew support from a small circle of Chinese who had been coaxed into bringing along their exhibits, and who hoped to please someone by sacrificing a few cents worth of produce. If the show does not progress this tendency will increase till the whole thing becomes a little ridiculous. No doubt a good deal of friendly persuasion was at first needed to bring in exhibitors from highways and hedges, but it is impossible to carry on in such manner. The genuine support of the Chinese farmers must be obtained. It is necessary to amuse him and instruct him and give him a clear lead towards greater profits.

Films, pictures, models, lectures and demonstrations should figure prominently on these occasions. What an attraction a film of New Territory scenes would have been! It is easy to say, like a certain English admiral on a not very glorious occasion, "we have done very well." The President of the Association pointed to the increase of vegetable growing since the show was started. But was the show the cause of the increase? The Botanical and Forestry Department did very well, but though they deserved full marks for quality of produce, the award for imagination would not be so high.

Can anything more be done in the New Territories? The best rice in China, that was sent in olden time to the Royal Palace, is grown there. Is that really the best use of the land? Sir Cecil Clements spoke of tea growing possibilities on many occasions, and Sir WILLIAM PERZ thinks that pineapples would flourish. These are expert and authoritative opinions. Sugar cane, cotton and many crops have been mentioned. Perhaps the Association will investigate whether it is better to let well alone, or if progress is a practical proposition. If it is not then the show has no meaning, but enough has been done already to give reasons for expecting a slow, very slow, but fairly steady change of methods and increase in the wealth and productivity of the New Territories.

THE "COMMON" COLD.

Humanity, and not least of all the medical profession, must be congratulated on the fact that, after centuries of vain pursuit, the elusive demon responsible for "the common cold" appears to have been cornered. Experiments have reached that stage when chimpanzees in America, and medical students in England, have been given perfectly splendid colds by a simple inoculation of certain "non-filtrable" or ultra-microscopic viruses. No single culprit has actually been arrested, since the expert sleuths have come to suspect that a whole gang is at work, and that responsibility is probably divided; but as a medical authority has wittily expressed it, "it is something to have eliminated from the fanciful pathology of colds the known forms of the pneumococcus, Pfeiffer's bacillus, and the various streptococci and staphylococci to which causative significance has been so often and so dogmatically attributed." This laborious but always effective process of elimination has not only narrowed the circle of suspicion but has supplied research workers with a culture which undoubtedly brings relief or affords protection in certain cases. That this latest "cure" does not work invariably is due to the fact that a particular species of virus which is invariably roused into activity in one person, or at one season of the year, remains dormant in another person or at another season. Meanwhile, we shall take our own favourite measures—which usually end in allowing a cold "to run its course."

★ News and Views ★

Tale of the Day.

A famous art critic was shown a picture done by an amateur, and was asked to give his opinion of it. "I can truthfully say," replied the critic, "that the painter of this picture is a very good painter in that he observes the Commandments."

"What do you mean by that?" asked someone. "I mean that he hath not made to himself the likeness of anything that is in heaven above, or that is in the earth beneath, or that is in the water under the earth," replied the critic.

Los English Girls.
If French chorus girls are annoyed at the number of English girls employed in revues they have been a very long time in reaching that frame of mind. For "Los English girls" have been a feature of lighter theatrical entertainment not only in France but all over the Continent for many years. This sudden objection looks suspiciously like the "reprisals" which the mademoiselles have threatened to take.

Better Dancers.
English girls are not employed in foreign revues as chorus girls but as members of dancing troupes, because they dance far better than French girls. At the Casino de Paris, the Concert Mayol, and the Folies Bergere it is the French girls who pose gracefully in gorgeously expensive costumes, and it is the English girls who, with linked arms, wave their legs about in a perfect symmetry. They are as faultlessly drilled as a platoon of Guardsmen, work hard, lead ascetic lives—and usually come from Manchester.

The Beaver Rabbit.
A Chicago rabbit-fancier, Dr. Friend, announces that he has perfected a breed of rabbit, with fur exactly like a beaver's. Other rabbits, he claims, whose fur resembles that of a beaver, are often

follow immediately. In a few years' time, one may suppose, fur shops will be filled with "beaver-lapin," "chinchilla-lapin," "seal-lapin," and "ermine-lapin."

But it is safe to prophesy that by that time feminine fashions will have changed, and really smart women will buy fur from beavers specially trained to look like common "bunny." When science tries to keep pace with fashion it is biting off rather more than it can chew.

Volunteering to Catch Cold.
An attack on the common cold is being made at St. Bartholomew's Hospital, London, with the support of the Medical Research Council. Attempts are being made with materials prepared at the Medical Institute at Hampstead to transmit colds to volunteers from among the students who are not working in the wards. Later, it is hoped to isolate the virus and to study a possible approach to the prevention and cure of colds.

After three weeks of preliminary trial the experiments have reached a stage when further volunteers may expect their full quota of sneezes, shivering and coughs.

Playgoers' Problem.
There is a West End theatre which at the moment is presenting something of a problem to potential playgoers.

On its outside wall is a poster: **Bring the Kiddies.** A few feet below this is the warning: **For Adults Only.**

The explanation is that a pantomime occupies the theatre in the afternoon, and a very sophisticated play takes its place in the evenings.

Carless.
"I rarely go to the play without being struck with the odd way in which actors, who, as a class, are such whizzes for correctness of diction in recondite matters, are often

slack about points which everybody knows," writes a London correspondent. "Two examples occurred at the revival of 'The Nelson Touch' at the St. Martin's Theatre. Mr. Francis Lister, as the scapegrace brother, eagerly seizes a copy of *The Daily Telegraph* for news of an international crisis of the first magnitude. He finds it somewhere near the bottom of an advertisement page."

"Abdominal Ironmongery."
"Presently he reads aloud what is supposed to be this journal's editorial opinion on the trend of affairs. Again he reads from a page which everybody can see is not the middle one where leading articles are printed. "Later, to impersonate his brother, he wears his decorations. But the badge of an order, which ought to hang close against his evening tie, hangs on a long ribbon so that it rests in the region dedicated to what the late King Edward once called 'abdominal ironmongery.'"

"Mother Version."
Beneath the spreading chestnut tree
The village smithy smokes;
No nag, since 1932,
Has been to him for shoeses.

In Circles.
It is stated by those who apparently know how to recognise a turning-point when they see one, that next year's disarmament Conference will be a turning-point in the history of the world. This is about the fifteenth conference, or other international event, which has been hailed as a turning-point in history since the end of the war. If one is to take these definitions seriously the only possible logical deduction, by elementary geometry, is that history has executed several complete circles since the Armistice, and is still revolving. Perhaps this accounts for the fact that the statesmen of the world are running round in circles.

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JURY'S VERDICT TO STAND.

LEGAL POINT NOT SUSTAINED.

ACCUSED IN ROBBERY CASE SENTENCED.

A legal point as to whether it was proper to recall a witness after the Crown case had closed without causing injustice to a prisoner at the Criminal Sessions, was argued in Full Court yesterday before the Chief Justice (Sir Joseph Kemp) and the Puisne Judge (Mr. Justice Lindell).

The point arose at the close of the Kowloon City robbery case in which the jury recorded a verdict of guilty against the first accused, Chung King Man, and found the other accused, Li Fat, not guilty.

Mr. Hin Shing Lo was for the defence and Mr. Somerset Fitzroy appeared for the Crown.

At the trial, after the Crown case had concluded and when Chung King-man's case had finished, the Chief Justice, on the request of the jury, recalled a Crown witness, a woman, her additional evidence being that of immediately picking out the jade ear-drops of which she was robbed, from among four other pairs, and it was this additional evidence to which Mr. Lo objected.

Solicitor's Argument.

Mr. Lo argued that that evidence was material and might have affected the jury's mind, and was confirmatory of very material evidence he gave in examination-in-chief and cross-examination. He submitted that in exercising his discretion in the way he did, the Trial Judge had exposed the defence to a disadvantage which had resulted in injustice to the prisoner, and for that reason the conviction should be quashed.

After hearing Mr. Lo's arguments on the point, their Lordships decided against him, this decision having the effect of confirming the conviction.

The Court rose and reassembled a few minutes later when the Chief Justice passed sentence on Chung King Man. His Lordship said that in view of prisoner's good previous history, and also in view of his good reputation and that of his family, he would pass a light sentence, which would be two years' imprisonment with hard labour.

★ Local Notes and Events ★

There was one case of diphtheria over the week-end.

The Mayor of Swatow, Mr. T. S. Wong, accompanied by Mr. Wong, arrived in the Colony by the s.s. President Jackson yesterday.

A tennis tournament (for men only) will be held by the Civil Service Cricket Club on Sunday at Happy Valley, commencing at 2.30 p.m. sharp.

No European cases of diphtheria were reported over the week-end and the epidemic may be considered to be at an end. Only one notification, that of a Chinese, has been made since Friday afternoon.

The R.M.S. Empress of Canada left Vancouver for Hong Kong, via Japan ports and Shanghai, on January 12 and is due here on January 22. She will sail for Manila at 5 p.m. the same day.

Passengers leaving the Colony on the s.s. President Pierce included Mr. James Reid, the late manager of Taikeo Dockyard, who had been on a visit to the Colony with his daughter.

Sir Henry Pollock is standing again as a candidate for election on the Legislative Council by the Justices of the Peace. He is being proposed by Sir Shou-son Chow and seconded by the Hon. Mr. W. E. L. Shenton.

Charged with the theft of a tin of paint and an empty mail bag from the R.F.A. Benol, the cook employed on board was given a term of six months' hard labour when he was brought before Mr. J. A. Fraser at Kowloon Magistrate's yesterday.

A Chinese named Tang Kwai reported to the police yesterday that he was held up in broad daylight at about noon yesterday when he was near the railway at Taiipo. Two men armed with revolvers managed to steal \$20 from his person. The highway robbery occurred near Cheung Shiu Tau village.

The police are trying to trace the driver of the motor-car which knocked over a young Chinese carpenter on Hennessy Road on Sunday. The man sustained injuries to his leg and was removed to the Government Civil Hospital in a serious condition. It was alleged that the driver of the car drove off after knocking the man down.

According to a report made to the police, some person entered the cabin of Lieut. O. H. O. Massey, of H.M.S. Cicada, during the week-end and stole \$1,134 in cash and notes together with the cash-box. It is thought that some Chinese workmen employed at the Naval Yard committed the theft.

At to-day's Rotary Club meeting, Dr. W. Bercoffitz will speak on "The Island of Hainan."

According to a report made to the police, a Chinese woman hired her sewing machine to a shoemaker residing at 27, Temple Street, for the week-end. When the woman called round to collect her money, however, she found that the man had disappeared and had taken away with him her sewing machine.

A sentence of two months' hard labour was passed on a Chinese when he was brought before Mr. E. H. Williams at Central Magistrate's yesterday on the charge of stealing a fountain pen from the pocket of a Chinese pedestrian in Wing On Street on Sunday. The man was arrested by a district watchman who witnessed the incident.

At the Crown Land Office yesterday, Kowloon Inland Lot No. 2772, situated at Pau Chung Street, was sold to Kwong Man Lung, the well-known fire-cracker manufacturer, at the upset price of \$25,500. The land has an area of about 45,000 square feet and its annual rental is \$310. It is understood that the firm intends to build another factory on this lot.

A fine of \$500 or four months' hard labour in default was the sentence passed on a Chinese who attempted to smuggle a quantity of heroin pills into the Colony. It was stated that the man had come ashore from one of the river steamers and the pills were found in the heart of a huge cabbage which he carried openly. The man pleaded that he was carrying the cabbage for someone else.

A party engaged in a most absorbing mah-jong game on the second floor of 39, Chung Sau Lane, were rudely disturbed at about 1.30 a.m. yesterday when it was suddenly discovered that the place was on fire. Thanks to a prompt alarm being given, the inmates of the house were able to get out safely before the wooden staircase caught fire and later the Fire Brigade arrived and soon had the flames under control. The two upper floors were badly burnt out.

At Central Magistrate's yesterday, three Chinese were charged with the larceny of a motor pump from 22, Ventris Road. An alternative charge of receiving was preferred against the men. It was stated that the pump was stolen on January 6 and was recovered two days later when the police conducted a raid, upon information received. The three men pleaded not guilty but after evidence had been taken, the second and third defendants were convicted on the receiving charge and were each given six weeks' hard labour. The first defendant was discharged on both counts.

from the files.

Looking Back 25 Years.

The British steamer *Mindanao* has been purchased by Messrs. Aldeon & Co. of Manila for service in the Philippines.

At the Garrison Theatre this evening the Hayes Troupe will give a performance, for the benefit of Master Will Hayes, who broke his arm while performing some time since at the City Hall.

The German barque *Carl Gerhard* came out of the Kowloon Dock yesterday and the H.M.S. *Esk* went in. H.I.G.M. corvette *Stech* left Aberdeen yesterday and the P. & O. S.N. Co. steamer *Sunda* will be undocked today.

We would remind our readers that Willard's Wanderers will produce the modern burlesque "Brown and the Brahmins" or "Pop and the Princess Pretty-eyes" at the Theatre Royal, City Hall this evening. The entertainment promises to afford plenty of amusement, and will doubtless be well attended.—*Hong Kong Daily Press*, January 12, 1932.

Looking Back 50 Years.

Lieut. F. O. Reynolds, of the H.K.V.C., is granted leave for twelve months.

Serge W. J. Terrill is permitted to resign from the Hong Kong Volunteers on leaving the Colony.

The burglar captured at Kowloon Tong was sentenced to six months' imprisonment and four years' stock. It appears, however, that before being handed over to the police he was roughly handled by the villagers, the beating he received rupturing his spleen. After sitting four hours in the stocks and passing the night in jail he complained of being ill. He was removed to hospital, and his condition becoming rapidly worse Mr. F. A. Hazeland was yesterday called away from Court to take his dying depositions.

A Chinese loan of £250,000 has been issued at 100 for the construction of a railway from Shanghai to Nanking.

Great Britain and France will each take £1,125,000 of the new Siam loan and Germany £750,000. The price of issue will be above 95.—*Hong Kong Daily Press*, January 12, 1932.

GERMANY AND REPARATIONS

MR. MACDONALD'S STATEMENT

Europe Must Face the Hard Facts

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 10. The Prime Minister, Mr. Ramsay MacDonald, in the course of a statement on Dr. Brüning's Reparations declaration, said he was sure that it would be found that all the Governments concerned realized that European recovery depended upon facing the hard facts.

The policy and viewpoint of the British Government could only be announced at the proper place and time, but meanwhile, it might be said that in view of the economic conditions disclosed by the Report of the Experts who recently discussed the issues at the Lausanne Conference, and in view of the internal political problems of Germany, it had been considered most unlikely that some such declaration as Dr. Brüning's would be made at the Lausanne Conference.

The fact that it had already been made, rendered that Conference more necessary than ever.

The present situation, declared the Prime Minister, was the result of international agreements, and an international conference was therefore necessary to deal with it.

British Press Criticism.

[BRITISH WIRELESS SERVICE.]

Rugby, Jan. 11. It is anticipated that the Cabinet meeting arranged for to-day to consider the statement of the Premier will make at the concluding stage of the Lausanne Conference to-morrow, will also consider the reparations situation in the light of Dr. Brüning's statement.

Can Germany Recover?

Commenting on Dr. Brüning's statement the *Times* says: "The supreme question which participants at Lausanne will have to consider is whether there is any real chance of recovery in Germany—and, therefore, averting danger of collapse in rest of the world—as long as there is hanging over her the prospect of being called upon, in the near future, to resume these payments which drain her economic resources and strain her international financial exchanges. The answer can be found only through a thorough and frank discussion of the whole situation. So much depends on the solution of the problem—not only for Germany but for her creditors as well, and indeed for every country in the world, including those who seem to have no direct interest in it—that there is no room in its discussions of any prejudice or prepossession for national sympathies and anti-patriotic, or for political considerations of any kind. Only things that matter are economic realities."

What of the Future?

The *Daily News* thinks the statement clears the air and that Lausanne can now settle down to realities, but makes a point that "no reasonable person, even in Germany, would be prepared to swear to the economic impossibility of Germany's resuming some small payment of reparations in the distant future if world trade revived."

"The Strength of Germany's Position."

The *Daily Telegraph* says: "That Germany cannot pay reparations now is clear enough, and so much was stated in the Lausanne report. But that she will still be unable to pay anything in three or five years' time no one can assert today. The strength of the German position is that she cannot crash without involving others in stupendous losses. To go to Lausanne without the prospect of Franco-British co-operation and with the certainty of a violent explosion of Franco-German wrath promises no fruitful result."

"World Brought Down to Realities."

The *Daily Herald* says that this statement will bring the world down to the discussion of realities and makes Lausanne worth while, adding that the suggestion that the Conference should now be abandoned and a creditors' meeting held instead cannot be taken seriously.

Frequent Cabinet Meetings Expected.

Rugby, Jan. 11. In view of the heavy demand which the approaching conferences will make on Ministers' time and the important issues that await discussion, it is anticipated that members of the Cabinet will be in frequent consultation during the next fortnight.

German Loans Weaken.

The Stock Exchange in London opened with weakness, specially noticeable in the foreign bond section while German loans offered a set-back.

FURTHER DRASTIC ORDERS IN INDIA

CONGRESS PRESIDENT SENTENCED

Mrs. Gandhi Shares Fate of Her Husband

[THROUGH REUTER'S AGENCY.]

AHMEDABAD, Jan. 11. Mrs. Gandhi was arrested to-day. Rajendranath Prasad was to-day sentenced to six months' rigorous imprisonment.

BOMBAY, Jan. 11.

A drastic new order has been issued by the Chief Magistrate, under the Criminal Procedure Code, prohibiting the assembly of more than five persons, also processions, meetings and all other civil disobedience activities for a period of two months in Bombay City.

DISARMAMENT CONFERENCE

BRITISH DELEGATION

[BRITISH WIRELESS SERVICE.]

Rugby, Jan. 11. At the Disarmament Conference, due to open at Geneva under the chairmanship of Mr. Arthur Henderson on February 2, the British Delegation will include the Prime Minister, Mr. Ramsay MacDonald; the Foreign Secretary, Sir John Simon; the Dominions Secretary, Mr. J. H. Thomas; the Secretary for War, Lord Hailsham; the Secretary for Air, Lord Londonderry; and the First Lord of the Admiralty, Sir Bolton Eyres-Mountbatten. It will be unnecessary for all these Ministers to be present simultaneously.

"MR. Y" CASE.

COMMANDER NOT GUILTY.

Commander Charles Lester Kerr, accused at the Old Bailey of blackmailing a Parliamentary candidate, known as Mr. Y., was found not guilty and discharged.

The Recorder (Sir E. Wild), in his summing-up, referred to the question of secrecy in blackmail trials. He said that although they all abhorred secrecy, it had tended to the administration of justice that a man who had had to put up with blackmail should not have to put up with undue publicity as well.

"If you have blackmail you must have a trap. We all hate traps, but blackmailers are sometimes clever and they do not like saying things that they think could be heard."

"Therefore it is necessary for the administration of justice that Scotland Yard should be called in, and that conversations should be listened to, otherwise no 'black-mailer' would ever be caught."

A.B. MADE AN OFFICER.

OLD PUPIL AT LONDON COUNCIL SCHOOL.

London Education Committee report that Able Seaman E. A. W. Gibbs, a former pupil of the Rotherhithe New-road Council School (Nautical Section), has been promoted to commissioned rank under the scheme recently instituted by the Admiralty.

DEATH SENTENCE COMMUTED.

MAN'S PLEA OF "GUILTY."

London, Dec. 19.—Peter McVay, 27, a labourer, of Manchester, who was sentenced to death at Manchester Assizes for the murder of Sarah Ann Eaton, a married woman, has been reprieved. The sentence has been commuted to penal servitude for life.

McVay pleaded guilty at the trial. Only a few days before Solomon Stein also pleaded guilty to murdering a woman in a Manchester hotel. He was executed this week.

The reprieve of McVay follows strenuous efforts made by Mr. R. J. Watts, his solicitor.

ANGRY SCENES AT DUNEDIN

UNEMPLOYED ATTEMPT TO LOOT STORE

Women Hold Up Traffic

[REUTER'S SPECIAL SERVICE.]

DUNEDIN, Jan. 11.

There were angry scenes in the city yesterday and again to-day, when crowds of unemployed attempted to loot a large grocery store. The trouble began yesterday morning when several hundred unemployed marched to the offices of the Hospital Board and demanded relief. When the crowd was told by the board that they were prepared to deal with individual cases, there were cries of "All must get relief or none" and there was a general march on one of the largest groceries. The police frustrated an attempt to loot the store, but before the crowd dispersed there were novel scenes in the streets; women lying on the tramway tracks to impede traffic.

There was a recrudescence of the trouble to-day, when a crowd made a second attack on the store. A cordon of civilians and police prevented looting.

The crowd dispersed when assured that food would be distributed during the afternoon.

BURIED ALIVE FOR FOUR DAYS

"MIRACULOUS" RESURRECTION OF SEVEN MINERS

[THROUGH REUTER'S AGENCY.]

BERLIN, Jan. 10.

A "miraculous" resurrection of seven of the fourteen miners after six days of being entombed in Carsten pit, near Beuthen, is a sequel to the disaster which occurred on January 4, when fourteen men were buried in collapses of the underground galleries. Though the men were believed to be dead, rescuers, since January 4, feverishly boring and blasting their way to the collapsed galleries, to-day were astounded to hear knocking and a voice announcing that seven men were yet alive.

U.S. WANTS "POCKET BATTLESHIPS."

DESIGN OF 10,000-TON CRUISERS TO BE CHANGED.

TEN-YEAR NAVAL BUILDING PROGRAMME.

The Government of the United States, according to the naval correspondents at Washington, has decided to adopt Germany's idea and to build "pocket battleships" in place of cruisers.

It is stated that orders have just been given for a radical change in the design of the 10,000-ton "treaty cruisers" now under construction so that they will be converted into miniature battleships far stronger than the eight cruisers of the Pennsylvania and Chester type, which have been recently put into commission.

A prominent American naval officer has stated that the new cruisers, after the proposed changes have been made, will be stronger than any others in the world with the exception of the Deutschland.

Ten Year's Programme.

A Bill covering a ten year naval building programme for the United States is to be introduced into the House of Representatives, according to the statement made by Mr. Carl Vinson, the Chairman of the Naval Committee of the House.

This programme will provide for the construction during this period of 120 new warships at a cost of \$619,250,000.

All the vessels, however, except two aircraft carriers are, it is said, designed to replace ships that are over age or obsolete.

Mr. Vinson's programme, which has been approved by the Navy Board, also provides for the completion of 18 ships now under construction at a cost of \$91,500,000 and will include seven 10,000-ton vessels armed with 8-inch guns.

ANCIENT NUBIAN TOMBS

REMARKABLE DISCOVERIES IN NUBIAN DESERT

(REUTER'S SPECIAL SERVICE.)

CAIRO, Jan. 10.

Remarkable discoveries of ancient Nubian tombs have been made by archaeologists who have been engaged in excavating the mounds at Goha in the windswept Nubian Desert.

The activities have been going on for some time past and have been centred upon a region to the south of the Great Temple of Abu Simbal, forty miles to the north of Wadi Halfa.

The mounds, which had been the subject of considerable speculation, proved to be a great temple, erected, it is stated, in the late Roman Period, by the Euphratians, over subterranean tombs.

In one of these tombs, the excavators have found the skeletons of horses, dogs and camels which were slaughtered at the time of the death of the owner, to accompany him on his voyage to the other world.

Other rather gruesome discoveries included the bones of slaves, who were strangled to death at the time of their master's decease.

When the skeletons were found, the ropes with which they were done to death were still knotted round their necks.

Georgian trappings were mingled with the skeletons of the animals. The saddles of the horses were mounted with gold and silver, delicately embossed with Greek and Egyptian designs.

GAINS-CARNERA FIGHT

ARRANGED FOR DERBY WEEK

(REUTER'S SPECIAL SERVICE.)

LONDON, Jan. 10.

The respective managers of Larry Gains, the British coloured heavyweight, and Primo Carnera, the Italian giant, have signed a contract with Jeff Dickson for a Gains-Carnera fight of ten rounds.

The battle will take place at the White City Stadium on Monday in Derby Week.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.30 p.m., stated:—

The anti-cyclone continues moving E.N.E. and is now central to the west of Tokyo. Local forecast:—N.E. winds, moderate to fresh; fine to cloudy.

ENGLISH F.A. CUP

DRAW FOR 4TH ROUND.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 11.

The following is the draw for the 4th Round F.A. Cup matches to be played on January 21:—

Watford v. Ilham v. North County v. Bristol City.
Grimsby v. Birmingham.
Preston v. Leicester.
Manchester City v. Brentford.
Oldham v. Huddersfield v. Queen's Park Rangers.
Blackpool v. Newcastle v. Barnsley v. Southampton.
Northampton v. Burnley.
Sheffield United v. Arsenal.
Plymouth v. Preston.
Bolton v. Wolverhampton.
Derby v. Blackburn.
Chesterfield v. Liverpool.
Tranmere v. Chelsea v. West Ham.
Middlesbrough v. Portsmouth v. Aston Villa.
Sunderland v. Southampton v. Stoke.

BENTLEY GOES TO WORK.

NORMAL NUMBER OF MEN ENTER TRAGIC PIT.

Work has been resumed at Bentley (York) colliery, the scene of the recent disaster. Representatives of the Yorkshire Miners' Association have inspected the pit and have agreed that it is safe to resume working.

A normal number of men went down the shaft.

The sealed gallery will have to stay shut indefinitely because it is impossible to tell what dangers may still exist in the damaged working.

SENSATION IN SHANGHAI

PAUL CRAWLEY ARRESTED

Alleged Smuggling of Opium

[FROM OUR OWN CORRESPONDENT.]

SHANGHAI, Jan. 11.

Stunning revelations, which are expected to expose an ingenious scheme to smuggle opium from China to America aboard the American naval transport Chaumont, are anticipated following the arrest of Paul Crawley, known to intimates as the "Shanghai Ice Cream King," against whom information was filed by the American District Attorney charging him with exporting the drug in tins, and valued at \$20,000.

Bail was fixed at \$10,000 which he was unable to furnish.

Further arrests in connection with the case are likely.

Some years ago Crawley's brother was sentenced to a year in prison arising from a bullet proof vest deal in which a Szechuan General was defrauded.

Q: \$10,000 Bail.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Jan. 10.

A sensation was created in Shanghai by the arrest of Paul Crawley, a local American business man, who is awaiting trial on charges of smuggling opium into America in the United States transport Chaumont, aboard which he is alleged to have had an accomplice.

Mr. Crawley was bailed out in the sum of \$10,000.

He is known as the man who first imported ice cream to China from America.

COMBINED BLUES WIN AT SKIING.

NARROW DEFEAT OF CANADIAN VARSITIES.

Montreal, Jan. 4.—At St. Marguerite, Quebec, a combined Oxford and Cambridge skiing team beat the Canadian universities by three points in a two-day match.

The ski contests between Oxford and Cambridge are still going on here. The competition commenced on December 21 and will last sixteen days. The teams are:—

Cambridge—C. F. S. Taylor (secretary), D. W. Dunn, M. H. W. Ritchie, A. F. P. Agnew, D. Macfarlane, S. B. L. McLaren, H. E. Raphael, J. H. Schulman, J. K. Lawrence.

Oxford—P. P. Butler (President and captain), Prince Liechtenstein (Austrian State), R. J. E. Neild, M. R. C. Thomas, B. M. Ostrer, H. Ingram.

This is the first time that the ski contest between Oxford and Cambridge has been held in Canada and is in conformity with the Empire preference campaign, as the usual venue is St. Moritz.

Refugees perish from cold.

BITTER WEATHER TAKES TOLL IN HANKOW CAMPS.

Hankow, Jan. 1.—Flood refugees here are suffering terribly as a result of the advent of very cold weather, wind and sleet.

Reports from the various refugee camps state that the death rate is increasing daily, the refugees, in their poor physical condition being unable to withstand the sudden drop in temperature.

Everything possible is being done for these unfortunate thousands but matches are little or no protection against driving sleet, snow and cold winds. The position is aggravated by the fact that the camps are on high ground wherever possible (as they had to be at the time they were built when low lying land was under water) and thus they now are exposed to the full force of the weather.

NO CRAWLEY BY-PASS.

TURNED DOWN AFTER THREE YEARS.

After nearly three years' preparation and the expenditure of a large sum of money the Crawley by-pass scheme was turned down by the Ministry of Transport.

The road, which was to have been 21 miles long, was to have taken all the London to Brighton traffic as well as West Sussex and Hants traffic.

It was estimated to cost £20,000.

ANTI-BANDIT CAMPAIGN

EXTENSIVE JAPANESE OPERATIONS

Complete Suppression Within Three Months

[THROUGH REUTER'S AGENCY.]

TOKYO, Jan. 11.

Preparations for extensive military operations against bandits in South Manchuria are reported to be under way, and thirteen troops are being held in readiness at Mukden to start at any moment, according to Press despatches.

Although most foreign observers appear to consider that the extermination of bandits will require fully a year and far larger forces than are at present available, Japanese military authorities seem satisfied to be able to complete the suppression of banditry within three months without reinforcements.

'OPEN DOOR' POLICY IN MANCHURIA

JAPAN TO REAFFIRM HER PLEDGES.

[THROUGH REUTER'S AGENCY.]

TOKYO, Jan. 11.

It is authoritatively learned that the Foreign Office of the British request that Japan confirm her declaration of an "open door" policy in Manchuria, for which reason Mr. Matsudaira will be authorized to reaffirm the Japanese pledges concerning that policy.

Although the request for a fresh reassurance is apparently considered somewhat redundant, official circles are clearly gratified that Britain has taken what they consider, "a more friendly course" than that adopted by America.

NEW CIVIL GOVERNOR OF KWANTUNG

TOKYO, Jan. 11.

Mr. Mamoru Yamazaki, an ex-Director of Police, has been appointed Civil Governor of Kwantung in succession to Tsukamoto.

MANHANDLING OF U.S. CONSUL.

U.S. NOT SATISFIED WITH JAPAN'S APOLOGY.

FURTHER AMENDS SOUGHT.

Washington, Jan. 8.—It appears that the Chamberlain incident, as the rough treatment Mr. Culver B. Chamberlain of the American consular service received at the hands of Japanese soldiers at Mukden last Sunday has become known, has not yet been finally settled.

After he had called at the State Department, this afternoon the Japanese Ambassador was summoned again after midnight to confer on the subject with the Secretary of State, Col. Henry L. Stimson.

Interviewed later, Mr. Deluchi said he had received the "American version" of the Chamberlain incident, for which, he declared, Japan had already apologized. The United States, he added, did not seem to be satisfied with the apology and was seeking further amends.

Mr. Chamberlain was on his way to the railway station at Mukden, en route to Harbin, when he was stopped and molested by Japanese sentries. He continued his journey but the American Consul at Mukden lodged a protest with the Japanese authorities.

An investigation conducted by Japanese officials revealed that a Japanese interpreter was primarily to blame for having caused a "linguistic misunderstanding" between Mr. Chamberlain and the two sentries involved. The interpreter has been discharged, but the punishment to be meted out to the two sentries is still under consideration.

BRITISH STEEL KEY.

PRINCE GEORGE'S WISH AT OPENING CEREMONY.

When Prince George opened the Ramsay Memorial Laboratory of Chemical Engineering at University College, University of London, Gower-street, he used a steel key of British craftsmanship.

His Royal Highness had asked specially for this in place of the usual gold presentation key.

UNIFICATION OF CHINA

CHIANG REFUSES TO RETURN TO NANKING

Establishment of Political Councils

[THROUGH REUTER'S AGENCY.]

NANKING, Jan. 10.

The establishment of three Political Councils for China in the latest forecast, headed by Chou Tsai Tong in the South-West; Chang Hsueh Liang in the North-East; and Yen Hsi Shao in the North-West.

STUDENT ACTIVITIES

Students from Nanking University are planning to go to Shanghai by the night express, in order to persuade Wang Ching Wei to go to Nanking.

Kwei Chung Chi, the newly appointed President of the Central University, was badly beaten and had to run for his life, when he went to the University yesterday to take up his post.

A FRUITLESS MISSION

Chen-Ming Shu returned to Nanking after a brief visit to Fonghu, where, it is understood, he failed to persuade Chiang Kai Shek to return to Nanking, at least for the present.

PEACE EMISSARIES RETURN

(FROM OUR OWN CORRESPONDENT.)

CANTON, Jan. 11. The party of officials of the Canton Government who went to Nanking last month in the interest of peace and national unity is expected back in Canton to-morrow morning. They include Dr. C. C. Wu, Admiral Chen Chak, General Chiang Wei Chung, Mr. Liu Ki Wan, and Mr. Fung Chao Man. It is learned some changes in the composition of the Canton Government will take place with the return of these officials.

CANTON OFFICIALS ARRIVE IN HONG KONG

(Wah Tse Fat Pao.)

Dr. C. C. Wu, Admiral Chen Chak and General Chiang Wei Chung arrived at Hong Kong yesterday morning from Shanghai, on board the President Jackson. Upon landing they were cordially received by a Canton official delegation.

Before proceeding to Canton they held an important conference with Hu Han Min at his private residence at Repulse Bay last evening. The conference was devoted to discussion of the relation between Canton and Nanking. It is believed that they endeavoured to persuade Mr. Hu to go to the capital.

In an interview with local Pressmen, Dr. C. C. Wu said that he had not made up his mind to accept the appointment of Mr. Kwangtung civil governorship, nor would he return to Nanking as he had resigned his post in the Central Government.

CENTRAL BANK OF CHINA NOTES.

FLOTATION OF A FURTHER \$5,000,000 LOAN.

(FROM OUR OWN CORRESPONDENT.)

CANTON, Jan. 11.

Another loan, amounting to \$5,000,000, for the resuscitation of the Central Bank of China notes, is being floated in Canton, according to the latest decision of the Provincial Government of Kwangtung. One million bonds of \$5 each have been printed for the purpose. The flotation of the loan will formally start on Friday. This loan is secured on the Consolidated Tax, and the Government expects to pay it back in ten instalments extending over a period of ten months. The lottery system will be employed in the redemption of these bonds. On the 15th of each month beginning from February \$300,000 will be taken from the Consolidated Tax and set aside for the purpose. \$500,000 will go for the redemption of the bonds thus selected, and the balance will be distributed as prizes which will take the place of interest. The first prize will be \$20,000 and the second \$2,000.

These bonds will be distributed to various public organizations to be disposed of on a commission basis. A two per cent. discount will be given to any organization or individual desiring to sell them, and another 5 per cent. will be given when the money is handed to the Government. It is understood that this voluntary scheme will be used to get the money.

Sports News

DOG RACING IN MACAO.

WEEK-END RESULTS IN FULL.

ATTRACTIVE DIVIDENDS.

The full results of the fifth and sixth meetings of the Macao Greyhound Racing Club will be found below. There was a good attendance at the courses and some excellent racing was seen. In the very first event on Saturday night there was a dead heat with the third greyhound only a short head behind.

The pari-mutuel figures were very satisfactory and with the Macao Race Club holding their race meeting on the coming Sunday, quite a number of people from Hong Kong will undoubtedly be at the dog racing in Macao over the coming week-end. The stand, it is gratifying to note, is neither cold nor draughty as the back is totally enclosed and this effectively keeps out the wind from the north side. The members' room is cosy and good dinners and suppers can be obtained.

The results were as follows:—

SATURDAY.

1st Race, 300 Yards Flat.
Time.
1.—Black Bill 30.80
2.—Montana 30.80
3.—Bon Bill 30.81
Dead heat, short head between first and third.
Winner: \$5.50 and \$5.00.
Place: 1st, \$3; 2nd, \$2.

2nd Race, 300 Yards Flat.
Time.
1.—Fairy 19.80
2.—My Flory 19.81
3.—Marquette 19.82
Won by short head, short head between second and third.
Winner: \$12.
Place: 1st \$4.10; 2nd \$3.80; 3rd \$3.30.

3rd Race, 300 Yards Flat.
Time.
1.—Frontier Laddie 19.40
2.—Yellow Dragon 19.54
3.—Milly Boy 19.68
Won by two lengths; two lengths between second and third.
Winner: \$11.00.
Place: 1st \$4.10; 2nd \$3.50; 3rd \$3.30.

4th Race, 525 Yards Flat.
Time.
1.—His Master's Voice 32.80
2.—War Plum 32.91
3.—Snowstorm 32.98
Won by one and a half length, one length between second and third.
Winner: \$20.50.
Place: 1st \$5.80; 2nd \$4.90; 3rd \$3.80.

5th Race, 500 Yards Flat.
Time.
1.—Generalship 32.00
2.—Rayna Band 32.06
3.—Rough Times 32.09
Won by one length; half a length between second and third.
Winner: \$16.10.
Place: 1st \$4.90; 2nd \$3; 3rd \$2.

6th Race, 525 Yards Handicap Hurdles.
Time.
1.—Seagrave 33.90
2.—Captain Cattle 34.38
Won by six lengths; two lengths between second and third.
Winner: \$3.60.
Place: 1st \$2.50; 2nd \$3.90.

7th Race, 300 Yards Flat.
Time.
1.—Gold Duke 18.80
2.—Hello Mac 19.08
3.—Lord Roseberry 19.14
Won by three lengths; one length between second and third.
Winner: \$22.10.
Place: 1st \$3.90; 2nd \$3.40; 3rd \$2.60.

8th Race, 500 Yards Flat.
Time.
1.—May Bill 33.40
2.—Square Deal 33.40
3.—Fanny Bill 33.45
Won by half a length; short head between second and third.
Winner: \$20.70.
Place: 1st \$2.90; 2nd \$3; 3rd \$4.70.

SUNDAY.

1st Race, 300 Yards Flat.
Time.
1.—Hector 20.30
2.—My Song 20.34
3.—My Boy 20.38
Won by half a length; a neck between second and third.
Winner: \$3.30.
Place: 1st \$2.70; 2nd \$2.60; 3rd \$3.10.

2nd Race, 300 Yards Flat.
Time.
1.—Caviler 19.40
2.—Great Joy 19.46
3.—Fairy Queen 19.49
Won by one length; half a length (Continued on next column.)

FANLING HUNT.

THRILLS AND SPILLS ON SUNDAY.

[By "REYNARD."]

On Sunday the meet of the Fanling Hunt took place under ideal weather conditions at Lok Ma Chau crossroads when a large field of some fifty odd turned out. Among those present were Squadron Leader Wood, Miss Scott Harston, Commander Lambert, Major Somerville, Miss Fair, Miss Fearon, Captain Cooper, Mrs. Preston, Colonel Bird and Miss Bird, Commander and Mrs. Harrison, Major Stewart, Dr. MacGowan, Mr. Heard and Mr. Brayfield.

Hounds soon hit off the line, which started near the main road opposite San Tin, and raced away across the paddock to the village of Shew Wo Wai, thence left handed on a wide circle along the foothills to finish near Mudden Hill. The pace throughout was too fast for the field who had to negotiate some difficult country in which every type of obstacle was met. Fells were numerous from the start, the huntman himself being the first to "come it" in a grave!

Numerous Spells.

After a short breather a move was made through Step Gap for the second run. Hounds were out for blood and again tore away, leaving the field to negotiate the river Beas with its steep banks and occasional bog. On reaching the far side, tail hounds were seen disappearing over Fir Hill half a mile ahead, and it took some hard riding by the field to get on terms again to finish an excellent run near Potts Bungalow. Falls were again numerous, fortunately, without injuries. Miss Scott Harston had the misfortune to take a nasty fall when her pony came down but she was soon remounted and finished well up.

Both runs were voted by all to be among the best the Hunt has enjoyed so far. The Hunters Arms did the rest. One keen supporter whose hat was somewhat bent, asked me how I knew the names of the places we had been to and volunteered the names of several other spots he had been over but I am afraid they were not printable.

3rd Race, 300 Yards Flat.
Time.
1.—Rokie 19.38
2.—Frontier Laddie 19.38
3.—Black Wing 19.38
Won by three lengths; dead heat between second and third.
Winner: \$17.00.
Place: 1st \$3.80; 2nd \$2.80; 3rd \$2.50.

4th Race, 500 Yards Flat.
Time.
1.—Silvius 32.00
2.—Reliance 32.03
3.—Information 32.09
Won by one length; half a length between second and third.
Winner: \$12.
Place: 1st \$3.80; 2nd \$4.10; 3rd \$3.30.

5th Race, 500 Yards Flat.
Time.
1.—Great Joy 33.40
2.—May Bill 33.57
3.—Dollar Bill 33.64
Won by two lengths; one length between second and third.
Winner: \$3.80.
Place: 1st \$2.80; 2nd \$3.10; 3rd \$3.20.

6th Race, 500 Yards Flat.
Time.
1.—Forester Force 33.40
2.—Spring Day 33.54
3.—Robin de Saba 33.61
Won by two lengths; one length between second and third.
Winner: \$19.50.
Place: 1st \$4.30; 2nd \$2.70; 3rd \$3.

7th Race, 300 Yards Flat.
Time.
1.—Best Job 18.10
2.—Nobody's Fancy 18.53
3.—Square Deal 18.70
Won by eight lengths; two lengths between second and third.
Winner: \$17.
Place: 1st \$3.10; 2nd \$3.50; 3rd \$4.40.

8th Race, 500 Yards Flat.
Time.
1.—Giggle 33.00
2.—Catcherop 33.54
3.—Tinkie 33.06
Won by 12 lengths; two lengths between second and third.
Winner: \$23.40.
Place: 1st \$3.30; 2nd \$4.50; 3rd \$4.10.

YACHTING.

LADIES' RACE HELD YESTERDAY.

The following were the results of the sixth Ladies' Championship, held under the auspices of the Royal Hong Kong Yacht Club yesterday:—
The course was—1, Lyceum Beacon (P.); 2, Mark on Line (S.); 3, Chai-nel Rock (P.). Distance: 7.7 miles.

"H" Class.

(Started at 3 p.m.)

Rolla (Miss Sheldon) 4.36.30 4.31.28 3 32
Siskin (Miss J. E. MacKie) 4.24.05 4.23.57 1 52
Diana (Mrs. Barry) 4.40.46 4.34.21 5 23
Dorothea (Miss A. Blake) 4.53.43 4.29.43 2 20
Colleen (Miss M. Larsen) 4.41.13 4.32.10 4 20
"I," "Y" and "G" Classes.
(Started at 3.30 p.m.)

Daphne (Miss M. Stokes) 4.53.07 4.53.07 5 74
Ailsa (Mrs. D. S. Lamert) 4.51.33 4.51.33 3 78
Why Wonder? (Mrs. Fowkes) D.N.F. 45
Blue Jacket (Mrs. Adams) 4.50.47 4.50.00 2 70
Pickering (Mrs. M. J. Pickering) 4.53.30 4.52.42 4 76
S. P. eed well (Mrs. Stewart) 4.49.29 4.48.51 1 70
Wendy (Miss Patchett) 5.56.26 5.51.54 7 18
Eunice (Mrs. Rose) 5.02.18 4.56.39 6 04

GOLF.

RECENT COMPETITION RESULTS.

The results of the first round of the Adamson Cup Competition (1931) are as follows:
J. Laing (14) beat E. Moore (13).
W. J. G. Jenkins (17) beat G. McLeod 5 and 4.
A. C. Ursell (17) beat A. D. Fraser (18) 6 and 4.
A. E. Clarke (14) beat R. Wallace (8).

There were eight entries in the same Competition at Happy Valley, January 1st to 10th, and H. Harris qualified with a score of 77 (82-15).

Captain's Cup.

In the Captain's Cup Competition at Fanling, over the week-end, there were 61 entries on the Old Course. C. C. Stark qualified with a score of 74 (81-7), other scores being C. H. Burton 80-15-75; A. O. Brown 80-14-70; H. H. Pothick 94-18-70.

On the New Course, H. V. ley qualified with a score of 79 (97-13). There were 13 entries.

Junior Championship.

The draw for the match play stages of the Junior Championship is as follows:
S. T. Bullin plays La-Comdr. Weeks.
C. H. Burton plays D. S. Edward.
R. E. Tottenham plays A. Ritchie.
A. O. Brown plays C. E. Sandstrom.
Comdr. Priestley plays A. D. Humphreys.
C. B. Robertson plays T. C. Monaghan.
M. N. Cochrane plays E. des Voux.
R. M. Henderson plays G. E. R. Divett.

The first round is to be played on or before January 24, the second round January 31, the semi-final February 14 and the final (39 holes) February 21.

SIM SHIELD HOCKEY.

CLUB TEAM FOR TO-DAY.

The following team will represent the Hong Kong Hockey Club v. The Navy in the Sim Shield Competition on the R.N.O.S.C. ground, "King's" Park, to-morrow, at 4.30 p.m.:—C. Gregory, W. Woodward, J. Rodger, W. A. Reed, A. A. Dand, R. V. Reed, H. O. Hughes, G. E. R. Divett, C. C. Francis, D. B. Evans and J. L. Tetley.
Reserves: T. J. Price, A. A. R. Botelho.

HIKING CLUB.

ENTHUSIASTIC SUPPORT FOR NEW PROJECT.

A meeting, attended by a large number of local enthusiasts, to form a Hiking Club in Hong Kong, took place yesterday in the Sunday Star offices when various matters connected with the movement were discussed.

The meeting considered the aims and objects of the Club, the on-trances and subscription fees, which it was decided to keep as low as possible, and other matters.

A committee was appointed and the framing of rules, to be submitted at a subsequent meeting, was left in their hands. This meeting will take place on January 23 at 6 p.m.

A full resumé of the proceedings at the inaugural meeting will be published later.

LOCAL HOCKEY.

CLUB LOSE TO THE JATS.

The C.B.A. failed to put in an appearance for their game with the Club seconds yesterday so the latter engaged in a friendly with the Jats instead.

The Club held a 3-1 lead in the first half but after the interval they fell off and let the Indians through to score 3 goals to win by the odd one in seven.

DISTRESS SIGNALS OBSERVED.

VEREY LIGHTS SEEN FROM CHEUNGCHAU.

POLICE INVESTIGATING.

The Cheung Chau Police Station reported last night that at about 7.15 p.m. they saw white lights, which looked like Verry lights go off in fairly quick and regular succession at a distance to the South of Lamma Island, at a place that approximately fits in with Tai Lee Wan.

These lights were followed about 15 minutes later by two more which seemed to go up from a point off Lamma Island and nearer to Cheung Chau than the first lot of lights.

Small glimpses were seen at intervals of a light which might be a ship's light, but it was difficult to make out just exactly what light it was. Police launches were immediately sent out to investigate on receipt of the message.

NEGOTIATIONS ON EXTRALITY.

O. M. GREEN'S LETTER TO "THE TIMES."

London, Jan. 6.—In view of the recent developments in China, the whole question of extra-territoriality must be reconsidered *de novo* and Parliament consulted before concessions are finally made.

This is the burden of a long letter appearing in *The Times* today under the signature of Mr. O. M. Green.

The letter, which is given prominence, concludes with an eloquent appeal for the treatment of the British community in China with greater frankness and consideration.

Many members of this community, says Mr. Green, have continually to take important decisions on delicate matters of government outside the ordinary sphere of business. The condition of Shanghai and the Concessions proves that they have done so highly successfully.

"They recognise that changes must come," he declares, "and more ask that the pace shall be regulated by the pace of genuine reform in China," in the spirit of Sir Austin Chamberlain's famous declaration of January 19, 1928.

RABIES' OUTBREAK.

COMPULSORY VACCINATION IN KUALA LUMPUR.

Dog-owners in Kuala Lumpur, who are already obeying a muzzling order, have been notified that they must present their pets for anti-rabies vaccination during January, 1932.

CORRESPONDENCE.

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but an evidence of good faith.—Ed.]

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

THE PHOTOGRAPHIC EXHIBITION.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—In *Snapshotter's* article which appeared in your paper of the 9th inst., there are many remarks which should not be allowed to pass without comment.

Snapshotter regretted that in last week's Photographic Exhibition at the University beginners were discouraged by the high standard of the foreign entries, which, he said, should not have allowed to complete for prizes. He did not know that many of the pictures were not for competition. He seemed to have forgotten that there was a section for beginners. If the exhibits in the Beginners' Section appeared too advanced for him, was it the fault of the Club? But I know that there were a number of prints which were not good enough for this section. The Committee of the Club must have been trying to encourage the owners of such exhibits as "Branches" and "Scales of Justice" which lent a comic touch to the otherwise solemn atmosphere of the Exhibition. It was also to encourage beginners that the Club tolerated the presence of other highly glazed prints. *Snapshotter's* "National Salon" would certainly have rejected them.

He remarked that the hanging of the picture left much to be desired. Considering the record number of entries and the cramped limits of the University Union Assembly room, I am sure *Snapshotter* desired too much. No pains had been spared to show every picture to best advantage under the circumstances. High-key pictures were not placed side by side with pictures that had rich vigorous tones. Photographs focussed from a high view-point were hung low down on the walls, and photographs taken at a low angle were hung high up, so as to bring out the required effects. This was especially noticeable in the case of the two pictures having the same title—"The Sport of Kings"—one of which was hung a little above eye level and the other very much lower. Care had also been taken to place the better of the two on another wall so that the inferior one might not suffer unduly by comparison.—Yours, etc.,

INTERESTED.

Hong Kong, January 10, 1932.

CHRISTMAS COMPETITION.

H.M. Submarine Olympus, January 10, 1932.

Dear Sir,

Please accept my thanks for your cheque for \$50 received yesterday, being payment of prize money in your competition, which I must say I was more than pleased to know I had won.

Yours sincerely,

JAMES E. SMITH.

COSTLY RIDE ON A 'BUS.

TEN-DOLLAR FINE FOR NOT PAYING FARE.

When a Chinese youth was charged before Mr. Schofield at Central Magistracy yesterday with avoiding payment on a Hong Kong and Shanghai Hotel bus on Saturday morning, the Magistrate remarked that it was the duty of a passenger travelling on any public conveyance to tender his fare before getting off.

If the conductor had not had the time to call round for collection, in the witness box, the conductor said that when he went round for the defendant's fare, the latter said he had a monthly ticket but when asked to produce it, the latter began a long search. He (witness) had to

MACAO RACES.

SUNDAY, 17th JANUARY, 1932.

First Race at 1.15 p.m.

Admission:—To Members' Enclosure \$1.00

To Public Enclosure, seats 40.

Members MUST show their badges to gain admittance.

Members can obtain 2 ladies badges free on application to the Secretary.

Tiffin can be procured at the Race Course.

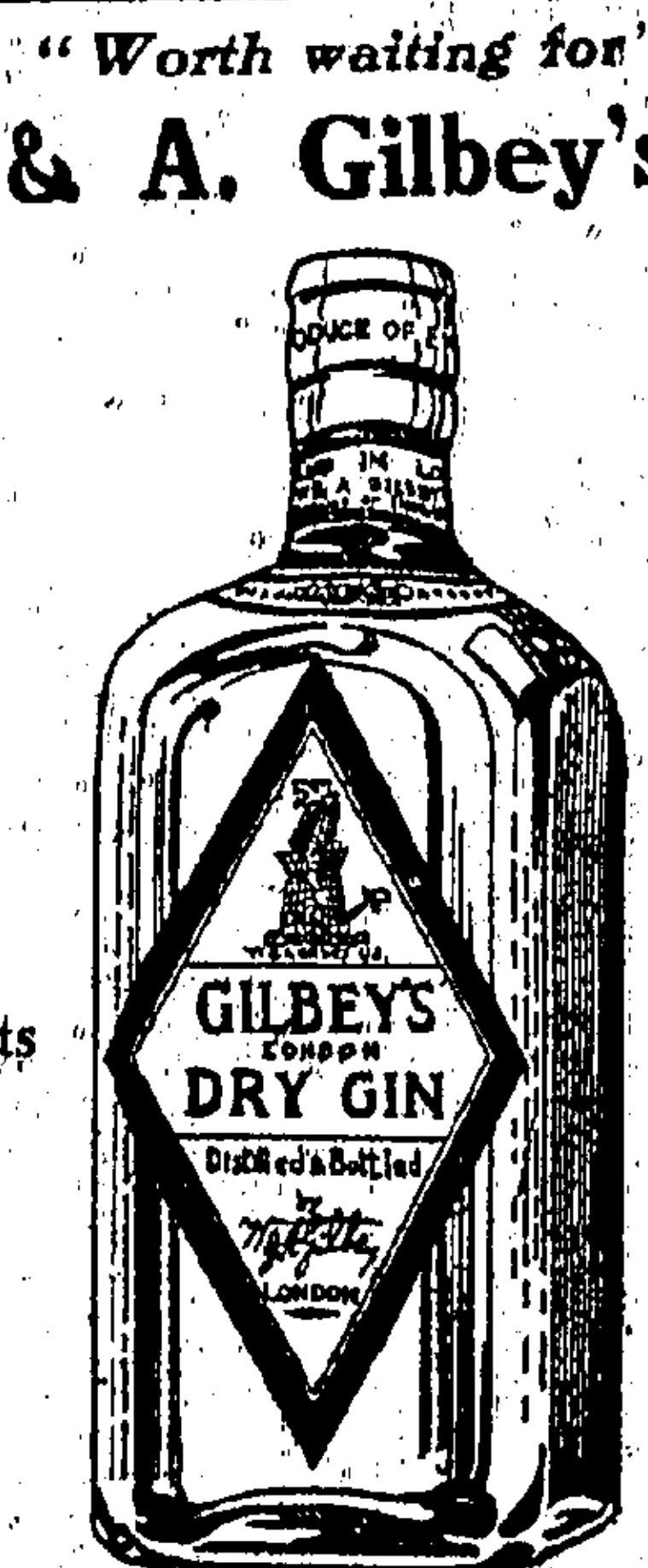
[1609]

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A BRITISH PICTURE

OXFORD'S SOCCER HERO.

SON OF RAILWAY FOREMAN.

Southampton have secured the signature on amateur forms of W. Charlton, the Oxford University centre-forward, who scored the winning goal in the recent Varsity match.

Charlton, who is only 19 years of age, won a scholarship from Peter Symonds School, Winchester, and is the first old boy of that school to gain a blue.

He is a member of a talented Eastleigh (Hampshire) family of four brothers and one sister, all of whom started their education at an elementary school in Eastleigh, and won scholarships. His three brothers are schoolmasters, and his sister, who took the B.A. degree before she was 21, is also a teacher. The father, who was formerly in Eastleigh locomotive works, is now a foreman at Swindon in the Great Western Railway works.

EXTREMISTS SUFFER SET-BACK.

N.S.W. LABOURITES DEFEATED IN LOCAL ELECTIONS.

Sydney, Jan. 4.—The results of the local Government elections in the districts adjacent to Sydney, which were announced to-day, prove that the power of the Left wing of the Labour Party under the leadership of Mr. J. T. Lang, the State Premier, has been definitely broken. Following the resounding successes of the United Australia Party in the Federal elections, these local elections have proved the death-knell of the extremist policy. Out of 678 seats, Mr. Lang's supporters secured only 61.

It is expected that the State Government will shortly be forced to dissolve and to appeal to the electorate when Mr. Lang's complete elimination from the political arena is confidently predicted.

MAN JOKES BEFORE A MURDER.

WOMAN REVEALS DRAMA OF STRAND TRAGEDY.

"LAUGHING TOGETHER ALL THE EVENING."

A verdict of murder and *felo de se* was returned by a Westminster jury at the inquest on the victims of a wounding affair in Villiers-street.

They were: Lawrence William Simmonds, aged 41, market porter, of Western-road, Brixton, S.W., and Mrs. Dulcie Ray, aged 33, of Elchard-street, Kennington, S.E. The couple were found in the arched underpassing, Cross bridge, Villiers-street, with Craven Arms and saw the couple together there. They were sitting very close together and the man had his arm round the woman's shoulders.

Mr. Oddie.—They were sitting affectionately together?—Yes.

"Through Good Man." Mrs. Edith Emily Bradley, who was sobbing as she gave her evidence, said that she had been living with Simmonds for nine years. They had one child. She was a widow and Simmonds was a married man.

The Coroner (Mr. Ingleby Oddie). Did you know he was carrying on with another woman?—No.

What sort of a man was he?—He was a thorough good man. Mrs. Annie May Brand, of Handforth-road, Brixton, S.W., said that she was in the saloon bar of the Craven Arms and saw the couple together there. They were sitting very close together and the man had his arm round the woman's shoulders.

Mr. Oddie.—They were sitting affectionately together?—Yes.

"Laughing and Joking." "I went in," continued Mrs. Brand, "and said, 'Hello Dolly, hello Harry,' and then called for my drink. As I called for it Simmonds got up, and was telling jokes to the man in the bar, laughing and joking."

"When I saw the woman sitting by herself I went and spoke to her. I said, 'Hello Dolly, what are you looking so miserable about?' She said, 'I am fed up—just like that. I asked her if she would have a drink, and she said, 'I do not want any more. I am going home soon.' She tried to tell me about a quarrel they had on Saturday."

Mrs. Brand said that the dead woman described a quarrel she had with the man. She said she would have had two black eyes if she had not had a "soft parcel" to protect herself.

Heard a Scream.

"Then she added: 'Don't let him hear us talking about him and I got up and left them. From the other side I listened to them laughing and joking all the evening. They left the bar and went out very happily together. About ten minutes later I heard a scream.'"

"I thought at first it was the children playing under the arches, but when I went to see I saw their bodies lying near the wall. I called to the woman, 'Dolly, speak to me,' but she did not speak."

FINED BY BROTHER MAGISTRATES.

MOTORING AT 72.

Mr. J. Hawkes, a magistrate, of Hemel Hempstead, was charged before his own Bench with driving a motor-car without due care and attention.

It was stated that Mr. Hawkes' car ran for a distance of 120 yards backwards on the pavement of the main street in Hemel Hempstead. The constable on point duty had to leap out of the way, a bicycle on the pavement was smashed, and the car narrowly missed a perambulator in which there was a child.

Mr. Hawkes said that he had come to the conclusion that at his age (72) he lacked the capacity of driving a car, and had decided to give it up.

He was fined £3, the Bench adding that he was quite right in his decision to give up driving.

"COFFEE GAS."

BRAZIL'S NOVEL METHOD OF UTILISING SURPLUS.

The streets of Rio de Janeiro, the capital of Brazil, may be lit by "coffee gas" as a result of the gas company's experiments to obtain an illuminant gas from the coffee bean in order to use up Brazil's surplus coffee production.

SIR JOHN SIMON AND CHINA.

"IF THERE HAD BEEN NO LEAGUE."

Sir John Simon, the Foreign Secretary, commented on the League's efforts towards peace in Manchuria, at a League of Nations Union luncheon at Westminster, before the result of the League Council session was known.

"Patience has its reward," he said, "even though what is achieved falls short of what firm believers in the covenant of the League would desire. Even a modified and partial result may properly be counted and measured as something far better than would be likely to have been brought about if there had been no League of Nations."

JAPANESE SHIP SAVED.

THREE DAYS HELPLESS IN STORM.

Seattle, Washington, January 1.—After being in severe danger for three days the Japanese steamship Tanaho Maru was reported to be safe to-day. Radio messages from the vessel report that she was helpless for three days in a storm with her steering gear shattered.

Two days ago distress messages were received from the Tanaho Maru when she was in mid-Pacific north of the Hawaiian Islands. Now, however, it is believed the ship is proceeding under her own power.

FARMERS DEFAULT ON LOANS.

BADLY HIT BY DEPRESSION IN UNITED STATES.

Washington, Dec. 23.—Mr. Paul Bostor, the Supervisor of the Federal Land Banks, to-day told the Senate Banking Committee that the farmers of the United States are suffering seriously from the long prevailing period of economic and financial depression.

Mr. Bostor said that the farmers have borrowed upwards of \$31,000,000,000 from the Federal Land Banks and that 20 per cent. of the borrowers are now delinquent in their payments on interest and principal.

RAILWAY SCHEME TO PROVIDE WORK.

G.W.R. TO INITIATE £1,000,000 BUILDING PROGRAMME.

London, Dec. 28.—In a report issued to-day it is announced that increased employment will be afforded by the expenditure of nearly £1,000,000 by the Great Western Railway during the New Year on a programme providing for additional rolling stock and locomotives.

A further £108,000 will be spent on station and other improvements, while the last of the wooden viaducts designed by Brunel in 1862 will be replaced at Ringwood, on the Falmouth branch, by a permanent arch structure at a minimum cost of £85,000.

COMEDY OF LOST ART TREASURE.

CABLE SOLVES A MYSTERY.

Royal Academy officials had an unpleasant surprise when they opened a case containing art treasures from the United States.

The case was expected to contain four pictures for the exhibition of French art to be held at Burlington House. But there were only three. The most valuable—a Watteau—was missing.

Fears that art thieves had been at work seized the officials and an urgent cable was sent to New York. A reply was received stating that at the last moment the Watteau was not included in the consignment.

WOMAN SAFE UNDER A TRAIN.

AMAZING TUBE ESCAPE.

An elderly woman, named Mrs. Worley, of Walworth, had a remarkable escape from death at Waterloo Underground Station.

She fell from the platform just as a train was approaching, but fortunately lay between the lines, and although the train passed over her, was uninjured. For a few minutes the current was cut off while she was rescued.

She was unconscious, but was able to go home after treatment.

EXPERIMENTAL FLIGHT TO AUSTRALIA.

London, Dec. 28.—It is expected that the aeroplane, which the Australian National Airways are using for an experimental flight direct to Australia will leave England with mails on January 6.

PASSENGERS.

Departures.

The following passengers left for Manila by the Empress of Asia on Monday.—Mr. T. J. Belsjoe, Miss S. Lawrence, Mrs. F. E. Tyson, Miss Charmaine Phipps, Mr. R. Max Bergman, Mr. and Mrs. H. J. Sheridan, Miss K. and Miss Fanny Sheridan, Masters R. and H. Sheridan, Mr. Jardine, Miss B. Schurich, Mr. Phillips, Mr. F. T. Waterhouse, Mr. D. Finney, Mr. Lim Chong Yoo, Mr. Wong Chun, Mr. Wong Hong, Mr. Tong Sai, Mrs. Chan Shi, Master Lucio Saran, Master Mateo Saran, Master Guigno Saran, Master Taw Wan Saran, Mrs. Leo Tuck Sam, Mr. Chan Fook Him, Mr. Lee See.

SHIPPING MOVEMENTS.

The P. & O. s.s. Kashmir left Singapore for this port on January 10 at 8 a.m. with the outward English mails, and is due here on the 15th instant at about 6 a.m.

KNIGHT FOUND DEAD.

IN A GAS-FILLED ROOM.

Sir Thomas Eustace Hill, formerly Medical Officer of Health for Durham, was found dead in a gas-filled room, the door of which was locked, at his house in Luscombe-road, Parkstone, near Bournemouth, where he had lived for about a year. He was found sitting by a gas fire which was turned fully on and unlighted.

Sir Thomas was a former president of the Society of Medical Officers of Health. He leaves a widow and a grown-up family.

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Sir Louis Baron, chairman of Carreras, Limited, the tobacco manufacturers, issued this statement.

"The public has not stopped buying 'good goods,'" he added, "and if only every British manufacturer would realise that the demand is always present for something better—and would produce that something better—the Press would sell the goods for him whether in times of trade depression or trade boom."

DAILY PRESS advertising gets results where other advertising fails. Profit by the experience of the leading advertisers of the world.

PASSENGERS.

Arrivals.

The following arrived by R.M.S. Empress of Asia:—Mr. H. C. Spring, Capt. and Mrs. V. R. Vick, Mr. R. R. Liddell, Mr. and Mrs. M. A. Cheek, Mr. A. Cowie, Mrs. C. Wilkinson, Miss R. B. Forsyth, Mr. D. Finke, Mr. K. Lee, Mr. K. Chao, Mr. Kwan Fong, Mr. E. Kappelhoff, Miss A. Soyka, Mr. K. T. Do, Mr. Shee How Huang, Mr. and Mrs. C. P. Chang, Mr. S. T. Williamson, Mr. and Mrs. S. H. Garrod, Miss S. Garrod, Mr. and Mrs. C. Chang, Mr. L. Y. Liu, Mr. L. S. Chang, Mr. F. P. de V. Soares, Mr. and Mrs. C. L. Chang, Mr. A. Spaul, Mr. W. F. Fung, Mr. J. G. Mancini, Mr. J. Bernis, Dr. O. Giese, Mr. C. Thompson, Mr. and Mrs. C. V. Jensen, Mr. and Mrs. R. Vaughan-Fowler, Mr. and Mrs. Kok Yau Kai, Mr. H. S. Yung, Mr. P. A. H. Rohling, Mr. P. W. Mao, Mr. D. C. Yang, Dr. and Mrs. A. D. A. de Kat Angeli, Mr. and Mrs. H. L. Yung, Mr. G. Odham, Mr. K. R. Sakhar, Mr. H. Schumacher.

The following passengers arrived by s.s. Pres. Jackson:—Susan M. Baker, George B. Bley, Charlotte Bley, Billa D. Boyd, William Briggs, Ethel Briggs, Chang Wai Jung, Chan Chek, Chan Tao Hing, Chen Yuen Tong, Belle Green Cook, Paul Didisheim, Trava C. Gunning, John Hykes, Subramania Iyer, Mok Ping, Chan Ming, Rodman Moorhead, Robert Paddock, Jean Paddock, Maude Pasanto, Margaret Ray, Riccardo Robotti, Laura Shields, Kathleen Turner, Esther Turner, John White, Kathryn White, Celestia Wilson, Wong Toy, Wong Tai, Wu Chan, Wu Wechoh, Wu Yachow, Margaret Yorkoy.

Departures.

The following passengers left by s.s. Pres. Jackson:—Miss Pan Hon Lian, Mr. S. Y. Woo, Mr. H. C. Wu, Miss Wu, Mr. and Mrs. Sun Sak Chi, Mr. Brook Dolan, Mr. Fung Sze Yau, Mr. S. C. Tong, Mr. A. T. Hancock, Mr. Chen Yuen Wing, Mr. and Mrs. P. L. Williams, Mr. Fung Shiu Fong, Miss Kwong Kit Tong, Mr. Chung Kwai Wing, Mr. and Mrs. Lum Tse Han, Miss Shum Tse Lau, Mr. Mak Kim Um, Mr. Cheng Sing, Mr. K. F. Wong, Mr. L. M. L. Staines, Mr. S. L. Ho, Master Lum, Miss Soladre, Mr. Wong Do Tun, Mr. Wong Siu Yee, Mr. T. S. Wu, Mr. T. M. Tsen, Mr. S. Y. Wang, Mr. Ota Gaiser, Mr. E. S. Kong, Mr. Quan Hoy Wah, Dr. R. E. Chambers, Mr. and Mrs. O. A. Hall, Mr. T. K. Chiu, Mr. Ho Kai Ming, Mr. Lau Chun Hang, Mr. Tsing Pak Moon, Miss Lum, Mr. Ma Sam Cham, Mr. Yung Chung, Mr. Yuen Shao, Mr. C. C. Wang, Mr. N. C. Wu, Mr. Sherman Ho, Mrs. Yu (Continued on next column).

UNION-CASTLE LINE.

PREFERENCE DIVIDEND DEFERRED.

The directors of the Union-Castle Mail Steamship Company, in a circular to shareholders, announce that owing to the existing conditions it has been decided to defer the dividends on her 4 per cent cumulative preference shares due January 1.

The company states that trading results for the later half-year have not shown the improvement hoped for, while the maintenance of the gold standard by South Africa has reacted adversely on the overseas trade of the Union.

The outstanding liability of the company, in respect of its holding of ordinary shares in the White Star Line has been reduced to £200,000, and is being steadily diminished by regular monthly instalments. It is expected that the liability will be entirely extinguished by the end of June, 1932. The debenture interest payable on February 1 next will be met.

Almost the entire ordinary share capital of the Union-Castle Steamship Company is held by the Royal Mail Steam Packet Company and Elder, Dempster, and Co., Ltd., Liverpool.

A similar postponement of dividends was made in June last.

SWEDISH STEAMER'S MISHAP.

The Swedish steamer Thyra, of Helsingborg, was towed into Tobermory Harbour recently in a helpless condition. When returning to Helsingborg from Carston, Mersey, she struck a rock off the Tires Coast during a fog, and though the rising tide enabled her to back off, she was holed, and more water than the pumps could cope with flooded into her.

She reached the entrance to the Sound of Mull but her bows were then so low that the propeller was out of water. At this time the drifter Rose, from Oban, went to her aid and towed her to Tobermory.

The following passengers left by s.s. Pres. Jackson:—Mrs. Ida Cowlan Glasgow, Mr. R. E. Hope Falkner, Mr. W. W. Harris, Fr. Victor Delcade, Miss Reid, Mr. E. Chrucliek, Mr. Thomas S. Lammann, Mr. and Mrs. G. W. Hise, Mr. B. H. Lin, Baronessa de Soncarton, Mr. James Reid, Mr. and Mrs. Wm. K. Grove, Dr. R. W. Hart, Dr. Williams A. Riley.

ARRIVALS.

January 10.

Chile, Danish str., 4,432 tons, Capt. H. Hansen, from Singapore, Kowloon Wharf—John Manners & Co.
Gunato Maru, Japanese str., 2,763 tons, Capt. K. Hamazaki, from Quing Yen, Kowloon Bay—Hidaka & Co.
Maurice Long II, French str., 579 tons, Capt. Pothins, from Haiphong, buoy No. 110—M. M. & Co.

Tango Maru, Japanese str., 4,239 tons, Capt. M. Uchino, from Shanghai, buoy No. 102—N.Y.K.
Tjisondari, Dutch str., 5,019 tons, Capt. Schol, from Amoy, buoy No. 102—J.C.J.L.

Bernco, British str., 1,507 tons, Capt. R. A. Prichard, from Whampoa, Taikoo Dock—Shun Tai & Co.

Coblens, German str., 5,393 tons, Capt. Vogt, from Shanghai, buoy No. 102—Melchers & Co.

Emp. of Asia, British str., 8,883 tons, Capt. Douglas, from Shanghai, Kowloon Wharf—C.P.S.

Hailing, Norwegian str., 1,445 tons, Capt. Olaf S. Olsen, from Hoibow, buoy No. 102—Thoresen & Co.

Kojun Maru, Japanese str., 1,305 tons, Capt. Ikeda, from Port Arthur, Yamato Anchorage—D.K.K.

Lushan Maru, Japanese str., 1,507 tons, Capt. R. Nagayama, from Canton, Gloucesters Anchorage—N.Y.K.

Oldenburg, German str., 5,197 tons, Capt. O. Hensen, from Manila, Kowloon Wharf—Jensen & Co.

Pres. Jackson, American str., 9,377 tons, Capt. G. Griffith, from Shanghai, Kowloon Wharf—Dollar Line.

Solviken, Norwegian str., 1,436 tons, Capt. N. Norvald, from Canton, buoy No. 102—Sung Ko & Co.

CLEARANCES.

January 11.

Dorry, for Hoibow.
Emp. of Asia, for Manila.
Glenshane, for Shanghai.
Hailing, for Swatow.
Hydrangea, for Swatow.
Kalgan, for Swatow.
Kwansing, for Canton.
Solviken, for Hoibow.
Taiyuan, for Canton.
Wing Wo, for K. C. Wan.
Yangtze, for Haiphong.

TUG OUT IN TWO.

EIGHT MEN LOST IN THAMES COLLISION.

Eight men are missing and believed drowned after a collision which occurred in Gallions Reach, in the Thames near Woolwich, between the 7,500-ton American passenger ship, American Trader, and a tug. There was only one survivor of the tug which was cut in two and sank.

LORD SNOWDEN'S ARMS.

NEW PEER ENLIGHTEN IF HE WILL ADOPT THEM.

Lord Snowden, former Chancellor of the Exchequer, is undecided as to whether he will adopt memorial bearings and thus be subject to a tax from which the ordinary citizen is free.

If he adopts such bearings the cost may be as high as £200 and he will be liable to pay an annual tax of a guinea with an extra two guineas if he decides to carry the bearings on his motor car.

Lord Snowden declares he has not yet made up his mind in the matter as he finds that several peers have not adopted memorial bearings.

ADMIRAL BURED AT SEA.

Vice-Admiral Charles Samuel Willis, of Woodchester, Gloucester, was buried at sea on Wednesday in accordance with his wish. The weighted oak coffin was taken from Avonmouth to the neighbourhood of the Breckia Lightship, in the Bristol Channel, and committed to the water after a service conducted by the Rev. E. A. Newbery, formerly Chaplain of the Seamen's Mission at Avonmouth.

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "OLDENBURG".

Having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Consignment will be landed, unless notice has been given prior to the arrival of the Goods, to be landed after the 15th Jan. 1932, will be subject to Rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 15th Jan. 1932, at 10 a.m. by Messrs. Goddard & Douglas.

No Claims will be admitted after the 15th Jan. 1932, or they will not be recognized. Bills of Lading will be countersigned by the Underwriter.

YEBSEN & CO., Agents.
Hong Kong, 11th Jan. 1932. [1932]

THE EAST ASIATIC CO. LTD. COPENHAGEN.

THE Motor Vessel "OEBLE".

Having arrived, Consignees of Cargo are hereby notified that all Goods are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after 15th January, 1932, at 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Aale on the 16th January, 1932, at 10 a.m.

No Claims against the Vessel must be presented to the Underwriter before the 20th January, 1932, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MAENBEE & Co., Ltd., Agents.
Hong Kong, 11th Jan. 1932. [1932]

CONSIGNEES' NOTICE.

COMPAGNIE DES MESSAGERS MARITIMES.

CONSIGNEE NOTICE.

S.S. "YANGTSE".

Arriving HONG KONG on SATURDAY, 9th JAN. 1932.

From DUNKIRK, ANTWERP, LONDON, & SHANGHAI.

Consignees of Cargo by the above named Steamship are hereby informed that their Goods with exception of Opium, Treasure, and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days including date of arrival will be subject to rent.

All Claims must be sent to the Underwriter before the 15th Jan. 1932, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Messrs. Goddard & Douglas at 10 a.m. on Friday, the 15th January, 1932.

Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's Surveyors.

No Claims will be admitted after the Goods have left the Godowns. No Fire Insurance will be effected by us in any case whatever.

R. OHL, Agent.
Hong Kong, 9th Jan. 1932. [1932]

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "CHENONORAU".

Arrived HONG KONG on WEDNESDAY, 9th JAN. 1932.

From MARSEILLES, etc.

Consignees of Cargo by the above named Vessel are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to Rent.

All Claims must be sent to the Underwriter before the 15th Jan. 1932, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Messrs. Goddard & Douglas at 10 a.m. on Friday, the 15th January, 1932.

Consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined by the Company's Surveyors.

No Claims will be admitted after the Goods have left the Godowns. No Fire Insurance will be effected by us in any case whatever.

R. OHL, Agent.
Hong Kong, 8th Jan. 1932. [1932]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS LIMITED.

FROM LEITH, MIDDLESBRO, ANTWERP, LONDON, STRAITS AND MANILA.

The Steamship "BENARITY".

CONSIGNEES OF CARGO ARE HEREBY NOTIFIED THAT ALL GOODS ARE BEING LANDED AT THEIR RISK IN THE GODOWNS OF THE HONG KONG AND KOWLOON WHARF AND GODOWN CO., LTD., WHERE DELIVERY CAN BE OBTAINED AS THE GOODS ARE LANDED.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after 15th January, 1932, at 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Aale on the 16th January, 1932, at 10 a.m.

No Claims against the Vessel must be presented to the Underwriter before the 20th January, 1932, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.
Hong Kong, 6th Jan. 1932. [1932]

DAILY SHARE QUOTATIONS.

HONG KONG STOCK EXCHANGE.

MONDAY, JANUARY 11.

Hanks.

H.K. Bank 1,450 70
Do (London) 210
Chartered Bank 210
Mandarin Bank 210
Do 210
Bank of East Asia 210
N. O. & S. Bank 210

Insurance.

Canton Insurance 210
Underwriters 210
North China 210
Union Insurance 210
Yangtze Insurance 210
China Fire 210
H.K. Fire 210

Shipping.

Douglases 210
Steamboats 210
Indo (Indo) 210
Do (Indo) 210
Do (Indo) 210
Do (Indo) 210
Do (Indo) 210

Mining.

Siam 210
Siam (new) 210
Siam (new) 210
Siam (new) 210
Siam (new) 210
Siam (new) 210
Siam (new) 210

Doors, Wharves, Godowns, etc.

H.K. & W. Wharves 210
Providents (old) 210
Do (new) 210
H.K. Docks 210
S. China Motors "A" 210
Do "B" 210
Shanghai Docks 210
New Engineering 210
Hongkong 210

Lands, Hotels, and Buildings.

H.K. Hotels (old) 210
Do (new) 210
H.K. Lands 210
Shanghai Lands 210
H.K. Realty 210
Humphreys (old) 210
Do (new) 210
Chinese Estates 210

Cotton Mills.

Twoos 210
Fhai Cottons 210
Zoung Sings 210

Public Utilities.

Tramways 210
Peak Trams (old) 210
Do (new) 210
Star Ferries 210
Yamoi Ferries 210
China Lights 210
H.K. Electric 210
Macao do 210
Sankian Lights 210
Telephones (fully paid) 210
Do (part paid) 210
China Buses 210
Tramways 210
Do (part paid) 210

Industrials.

China Sugars 210
Malabar Sugars 210
Calbeck, (old) 210
Magregors (part paid) 210
Canton Iron 210
Canton Iron 210
Do (new) 210
Do (new) 210
Ropes 210
Chi Agricultural 210

Miscellaneous.

Dairy Farms 210
Dog A. Wings 210
Amusement (old) 210
Ch. Entertainment (old) 210
Do (new) 210
Constructions, (old) 210
Do (new) 210
Lane Crawford (old) 210
Do (new) 210
Mackintosh 210
Nanyang Tobacco 210
Sincere 210
Wm. Rowell 210
C. K. Kowloon 210
B. Ind G. & Bonds 210
H.K. Govt. Loans 210

LOCAL AND REGULAR OUTWARD MAILS.

WEEK DAYS.

SUNDAYS & HOLIDAYS.

FOR.

FROM SHANTOU BRANCH P.O.

FROM SHANTOU BRANCH P.O.

FROM SHANTOU BRANCH P.O.

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FROM SHANTOU BRANCH P.O.

CHINA NAVIGATION COMPANY, LIMITED.

SANTO and DALY	CHINHUA	On 13th Jan.	D.L.
SWATOW, SHANGHAI & TIENTSIN	SUNNING	On Wed. 13th Jan.	Noon
AMOI & SHANGHAI	TAITIAN	On 13th Jan.	5 p.m.
AMOI & SHANGHAI	KIUNGCHOW	On 14th Jan.	5 p.m.
HONGKONG, PAKHOI & HAIPHONG	KINGYUAN	On 15th Jan.	5 p.m.
AMOI & SHANGHAI	CHANGHONG	On 16th Jan.	5 p.m.
AMOI, SWATOW & SINGAPORE	AN HUI	On 17th Jan.	8 a.m.
SWATOW, SHANGHAI & TIENTSIN	SHENHUA	On 17th Jan.	10 a.m.
DALY	CHENAN	On 18th Jan.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	SOOCHOW	On 19th Jan.	10 a.m.
AMOI & SHANGHAI	TSINAN	On 20th Jan.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	SHANTUNG	On 24th Jan.	10 a.m.
SWATOW, SHANGHAI & TIENTSIN	SUIYANG	On 26th Jan.	10 a.m.
AMOI & SHANGHAI	TAITIAN	On 27th Jan.	5 p.m.
HONGKONG, PAKHOI & HAIPHONG	KIUNGCHOW	On 28th Jan.	4 p.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents, Telephone 30881.
CARGO AND PASSENGERS CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA—Calling at Manila (P. I.), Thursday 12, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE TAIPING (SUNN)
FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SUNDRIES and STEWARDESS CARRIAGE.

First Short Leave to Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 276 RETURN.

LONDON (via Australia) from 2138-15-0.

(Australian Newspapers on Sale)

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
TAIPING	In Port	15th Jan.	18th Jan.	3rd Feb.
CHANGTE	14th Feb.	20th Feb.	23rd Feb.	10th Mar.
TAIPING	8th Mar.	14th Mar.	21st Mar.	6th Apr.
CHANGTE	12th Apr.	19th Apr.	22nd Apr.	8th May

"HONG KONG AUSTRALIA" TONN—S.S. "CHANGTE"—20th Feb.

Opening of the Sydney Harbour Bridge and Festivities.

Detailed Itinerary on application. Fare 2209.10 Return.

AUSTRALIAN-ORIENTAL LINE, LIMITED

BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "AFRIKA"

on or about 18th JANUARY

For PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS	SHANGHAI, ETC.	CONFIDENT, ETC.
M.S. "Afrika"	—	18th Jan. 1932
M.S. "Chile"	—	14th Feb.
M.S. "Danmark"	28th Jan. 1932	23rd Feb.
M.S. "Java"	29th Feb.	23rd Mar.

Optional Bills of Lading issued to United Kingdom Ports

HONG KONG/BANGKOK SERVICE

maintained by the Fast Motor Vessels.

M.S. "MUINAM." M.S. "BINTANG"

m.s. "Bintang" to Bangkok direct

Leaving here 19th JAN., 1932. Due at Bangkok 29th JAN., 1932.

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

Agents, MESSAGERS BANK BUILDING, Telephone 24071.

PRINCE LINE

FREQUENT SERVICE

BOSTON AND NEW YORK

CALLING AT NAPLES

"JAPANESE PRINCE" ... Jan. 28th

"MALAYAN PRINCE" ... Feb. 11th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

For Passage Rates, Freight, etc., apply to—

FURNESS (FAR EAST), LIMITED.

(Incorporated in Great Britain.)

Telephone: 23165.

Telegram: Furprince.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailing subject to alteration without notice.

FOR SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAINING	Tuesday	the 15th Jan., at 8 p.m.
HAIFYANG	Friday	the 16th Jan., at 2 p.m.
HAICHING	Tuesday	the 19th Jan., at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier) Round Trip Tickets will be issued from Hong Kong to Foochow (Fogia Anchorage) and return by the same steamer at the Reduced Rate of \$26.00 including Meals while the steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LARBAIK & CO.

General Managers.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, January 11.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer...	30.31	30.40	30.39
Temperature...	57	58	61
Humidity...	56	68	68
Wind—			
Direction	E	E	E
Force	4	5	4
Weather	B	B	B
Rain	0.00	0.00	0.00

Highest open-air Temperature, 10.59

Lowest open-air Temperature, 11.54

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing Showers; Q—Squalls; R—Rain; T—Thunder.

HONG KONG TIDE TABLE.

From January 12 to 18, 1932.

	High Water	Low Water
Days of Week	Time	Height
Tues. 12	13.35	0.8
Wed. 13	14.10	0.7
Thurs. 14	14.40	0.6
Fri. 15	15.10	0.5
Sat. 16	15.40	0.4
Sun. 17	16.10	0.3
Mon. 18	16.40	0.2

A SOUTHEAST AERODROME.

A newly-formed Southeast flying club has secured Rochford (Essex) racetrack for an aerodrome. They apply for an Air Ministry licence for the ground.



Special Round Trip Fares to Europe

Weekly Trans-Pacific Service

To San Francisco, Los Angeles & New York via Panama

To Seattle and Victoria

The Sunshine Bell via Honolulu

The Short, Straight Route to America

Fortnightly sailings on Tuesdays

Fortnightly sailings on Saturdays

Pros. Jackson... Jan. 18, 4 p.m. Pros. Jefferson... Jan. 23

Pros. McKinley... Feb. 1 Pros. Madison... Feb. 6

Pros. Grant... Feb. 16 Pros. Cleveland... Feb. 20

£79, £112, £120

Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada. Liberal stop-over privileges for sight-seeing.

ROUND TRIP FARE TO EUROPE

From Hong Kong to Naples ... £159. 0. 0d.

"Marseilles" ... £181. 0. 0d.

"London" ... £169. 15. 0d.

Full particulars upon application.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailing on Sunday via Manila, Seattle, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pros. Monroe... Jan. 24 Pros. Garfield... Feb. 21

Pros. Van Buren... Feb. 7 Pros. Polk... Mar. 6

To Manila

Pros. Jackson... Jan. 12, 6 p.m. Pros. Madison... Jan. 30, 6 p.m.

Pros. Jefferson... Jan. 18, 6 p.m. Pros. Van Buren... Feb. 7, 8 a.m.

Pros. Monroe... Jan. 24, 6 a.m. Pros. Grant... Feb. 8, 6 p.m.

Pros. McKinley... Jan. 29, 6 p.m. Pros. Cleveland... Feb. 13, 6 p.m.

CANTON BRANCH—4, SHA KEE STREET.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

NORDDEUTSCHER LLOYD • HAMBURG-AMERIKA LINIE

FAR EASTERN MAIL PASSENGER AND FREIGHT SERVICE

THROUGH BOOKINGS TO AMERICA via EUROPE AND EUROPE via AMERICA.

BOOKINGS AROUND THE WORLD.

THROUGH BOOKINGS TO LONDON: Cabin Class only.

ARRIVALS FROM EUROPE	SAILINGS TO EUROPE	DESTINATION
NORTH CHINA & JAPAN		
NDL S.S. "COLENZ" ... 12th Jan.	Genoa, B'ona, Lisbon, A'am, R'dam, H'burg, B'men	
(HAL) M.S. "KULMERLAND" ... 21st Jan.	Genoa, Mar, Havre, R'dam, H'burg	
NDL M.S. "SAALE" ... 29th Jan.	Mar, L'don, A'dam, R'dam, H'burg, B'men	
11th Jan. (HAL) S.S. "OLDENBURG" ... 8th Feb.	Genoa, Rotterdam, Hamburg	
14th Jan. (NDL) M.S. "FULDA" ... 6th Feb.	G'ou, B'ona, A'dam, R'dam, H'burg, B'men	
20th Jan. (HAL) M.S. "ERMLAND" ... 18th Feb.	Genoa, Mar, R'dam, H'burg	
29th Jan. (NDL) M.S. "TRAVE" ... 27th Feb.	Mar, L'don, R'dam, H'burg	

NDL Hong Kong/New Guinea service: S.S. "BREMERHAVEN," 14th Feb., 1932, to RABAU and ports.

NORDDEUTSCHER LLOYD MELCHERS & CO., Agents, Queen's Building, Tel. 26378.

HAMBURG AMERIKA LINIE JEBSEN & CO., Agents, 12, Pedder Street, Tel. 26661.

CANTON AGENTS:

JEBSEN & CO., Shamsen, B.C.

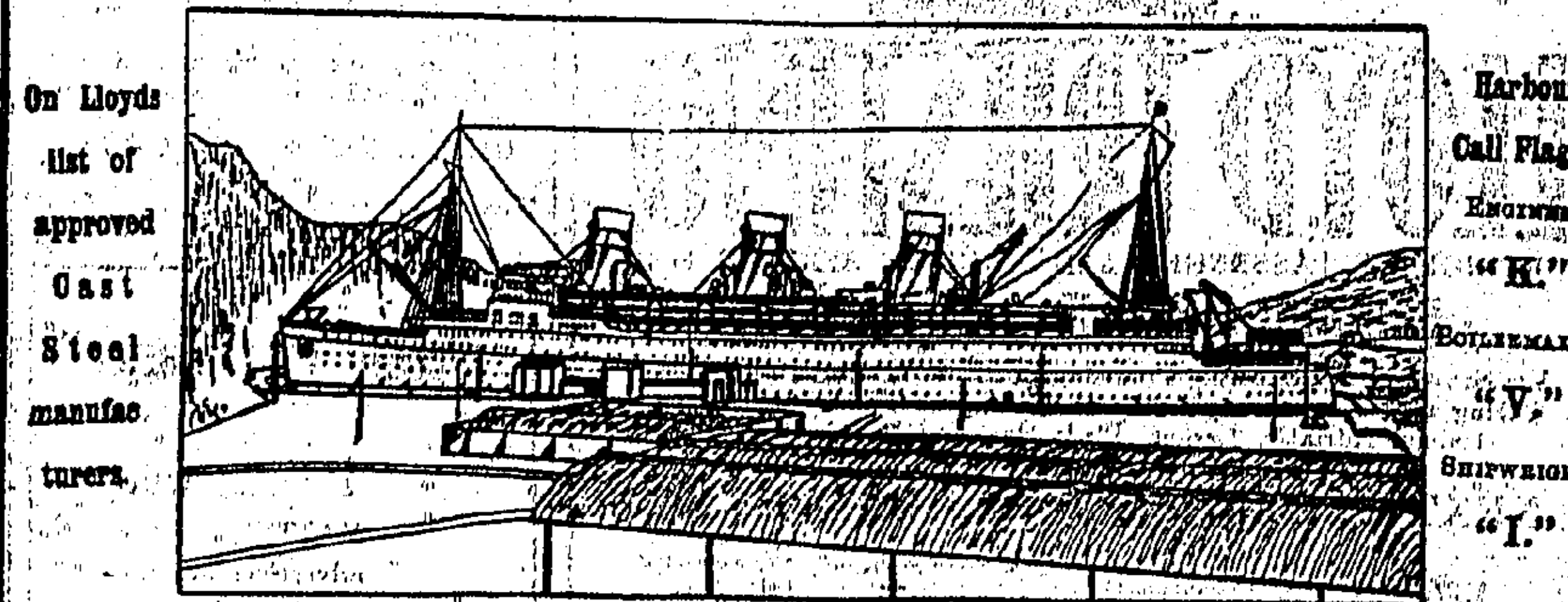
CARLOWITZ & CO., Shaks Road.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

Head Office and Works:

Telegrams: "MANUFACTURE, HONGKONG." KOWLOON, HONG KONG. Telephone: 28020. Kowloon Dock 58038.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.



T.S.S. "EMPEROR OF JAPAN"

In No. 1 Dock—Dims: 688' 0" O.A. x 83' 0" x 43' 0" Mid—28,000 tons gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700' x 88' x 30' 6" and will H.W.O.S.T.

Salvage Tug "Henry Keswick" 2,000 T.P.H. Wireless Call Signal: Y.P.B.T.

and Flag Call Signal: T.H.Q.B. Shearers capable of lifting 80 tons.

Codes Used—A.F.A.B.C. Fifth Edition: Engineering, First and Second Editions.

Western Union, Bentley's and Watkins.

Kindly send enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	Date
TSINGTAI via SWATOW & SHANGHAI	"NORVIKEN" "KWAI SANG" "SANDVIKEN" "YATSHING"	Wed. 13th Jan., at 7 a.m. Sun. 17th Jan., at 7 a.m. Wed. 30th Jan., at 7 a.m. Sun. 24th Jan., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"YUEN SANG" "SUI SANG" "HOSANG"	Satur. 18th Jan., at 3 p.m. Fri. 15th Feb., at 3 p.m. Mon. 22nd Feb., at 5 p.m.
OSAKA via AMOI & KOBE	"KUTSANG"	Wed. 30th Jan., at 7 a.m.
YOKOHAMA via AMOI, KOBE & OSAKA	"HOSANG"	Sun. 31st Jan., at 7 a.m.
SANDAKAN	"HINSANG" "YUSANG" "MAUSANG"	Satur. 18th Jan., at Noon Thurs. 21st Jan., at Noon
TIENTSIN via SWATOW, SHANGHAI & CHEE FOO	"CHEE SANG" "ORONGSHING"	Fri. 23rd Jan., at 7 a.m. Sat. 31st Jan., at 7 a.m.
SHANGHAI via SWATOW	"HANGSANG"	Fri. 15th Jan., at 7 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: 30811.

GLEN LINE.

FARE: HONG KONG TO LONDON—

1st JUNE/30th NOVEMBER ... £20. 0. 0d.

1st DECEMBER/31st MAY ... £75. 0. 0d.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMB.

Motor Vessel "GLENHARRY" ... 31st January

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENAMOI" ... 31st January

Steamship "GLENARVONSHIRE" ... 29th January

Motor Vessel "GLENLUCE" ... 15th February

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

THE PERFECT HOLIDAY

JAVA

Good hotels in cool mountain resorts.

Good trains, excellent motor-smoothing asphalt roads.

BALI

Regular daily air services. Interesting native life.

HONG KONG—MANILA—MAKASSAR—BALI—SOERABAYA—BATAVIA—HONG KONG.

FARE: G \$211.00 inclusive of Railway and Aeroplane Fares.

(THOS. COOK

AMERICAN EXPRESS

JAVA CHINA-JAPAN LIJN

To BATAVIA—Through Java and Bali back via Makassar.

S.S. "TJISONDARI" ... 12th January	S.S. "TJISALAK" ... 28th January	S.S. "TJIKEMBANG" ... 8th February
------------------------------------	----------------------------------	------------------------------------

To BALI & Soerabaya via Manila & Makassar & back through Java via Batavia.

S.S. "TJIBADAK" ... 19th January	M.S. "TJISADANE" ... 2nd February	M.S. "TJINEGARA" ... 16th February
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TO AMOI AND SHANGHAI.

S.S. "TJIKEMBANG" ... 13th January	M.S. "TJISADANE" ... 20th January
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(These dates are approximate)

For further particulars apply to—

JAVA-CHINA-JAPAN LIJN.

York Building. Telephone 28015.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG on 14th January at Noon.

Offers excellent Saloon accommodation. All lower berths 15' Decked, carried. English cuisine. Wireless telegraph.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Services to all destinations in the Netherlands East Indies and Australia.

For Passage, apply to—

JAVA-CHINA-JAPAN-LIJN.

Telephone 28015. York Building, Oxford Road.

GIANT WHITE EMPRESSES

COMPRISING the
Largest and Fastest
Liner on the Pacific
offer
the utmost in comfort
and
SERVICE

SIZE
SPEED
SPACE
LUXURY.

Sails	Yokohama	Honolulu	San Francisco	Seattle	Vancouver	Alaska
Emp. of Asia ... Feb. 5	Feb. 11	Feb. 13	Feb. 13	Feb. 13	Feb. 13	Feb. 13
Emp. of Russia ... Feb. 20	Feb. 26	Feb. 27	Feb. 27	Feb. 27	Feb. 27	Feb. 27
Emp. of Japan ... Mar. 4	Mar. 10	Mar. 12	Mar. 12	Mar. 12	Mar. 12	Mar. 12
Emp. of Asia ... Mar. 15	Mar. 21	Mar. 23	Mar. 23	Mar. 23	Mar. 23	Mar. 23
Emp. of Russia ... Mar. 22	Mar. 28	Mar. 30	Mar. 30	Mar. 30	Mar. 30	Mar. 30
Emp. of Japan ... Apr. 5	Apr. 11	Apr. 13	Apr. 13	Apr. 13	Apr. 13	Apr. 13
Emp. of Asia ... Apr. 12	Apr. 18	Apr. 20	Apr. 20	Apr. 20	Apr. 20	Apr. 20
Emp. of Russia ... Apr. 19	Apr. 25	Apr. 27	Apr. 27	Apr. 27	Apr. 27	Apr. 27
Emp. of Japan ... May 2	May 8	May 10	May 10	May 10	May 10	May 10
Emp. of Asia ... May 9	May 15	May 17	May 17	May 17	May 17	May 17
Emp. of Russia ... May 16	May 22	May 24	May 24	May 24	May 24	May 24
Emp. of Japan ... May 23	May 29	May 31	May 31	May 31	May 31	May 31
Emp. of Asia ... Jun. 6	Jun. 12	Jun. 14	Jun. 14	Jun. 14	Jun. 14	Jun. 14
Emp. of Russia ... Jun. 13	Jun. 19	Jun. 21	Jun. 21	Jun. 21	Jun. 21	Jun. 21
Emp. of Japan ... Jun. 20	Jun. 26	Jun. 28	Jun. 28	Jun. 28	Jun. 28	Jun. 28

HONG KONG-MANILA
EMPRESS OF CANADA ... JAN. 22
EMPRESS OF RUSSIA ... FEB. 8

ASK FOR OUR
NEW LOW FARES
TO PACIFIC COAST
CANADIAN
PACIFIC

Telephone: Passenger Dept. 21752. Freight 20042.



REDUCE THROUGH TICKETS TO EUROPE via U.S.A.
VARYING FROM £79 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
CHICHIBU MARU ... Wednesday, 13th Jan.
TATSUYA MARU ... Wednesday, 27th Jan.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.
HITTA MARU ... Tuesday, 19th Jan.
HEIAN MARU ... Tuesday, 18th Feb.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.
HAKOZAKI MARU ... Saturday, 23rd Jan.
TAKOZAKI MARU ... Saturday, 27th Jan.

SYDNEY & MELBOURNE via Manila & Ports.
KAMO MARU ... Saturday, 23rd Jan.
KITANO MARU ... Saturday, 27th Jan.

BOMBAY via Singapore, Penang & Colombo
GENOA MARU ... Wednesday, 27th Jan.
YAMAGATA MARU ... Saturday, 27th Jan.

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.
BOKUYO MARU ... Sunday, 14th Feb.

NEW YORK, BOSTON via PANAMA.

LIVERPOOL via Port Said, Stamboul (Constantinople),
Genoa & Marseilles.
DUBAN MARU ... Friday, 15th Jan.
CALOITTA via Singapore, Penang & Rangoon.
MOBIOKA MARU ... Friday, 15th Jan.
MURBAN MARU ... Friday, 29th Jan.

SHANGHAI, KOBE & YOKOHAMA.
KITANO MARU (Nagasaki direct) ... Friday, 15th Jan.
BANGKOK MARU (Moji direct) ... Wednesday, 20th Jan.
HAKUNA MARU ... Friday, 22nd Jan.

For further information, apply to—
NIPPON YUSEN KAISHA,
Telephone 30291. (Private exchanges to all Depts.)



FRENCH MAIL STEAMERS
Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said, Egypt, France.

PORTHOS ... 18th Jan.
CHENONORAU ... 2nd Feb.
ATHOS II ... 18th Feb.
DARTAGNAN ... 1st Mar.
ANDRE LEBON ... 15th Mar.
FELIX ROUSSEL ... 29th Mar.
G. MONTZINGER ... 1st Apr.

To Yokohama via Shanghai and Kobe.
ATHOS II ... 20th Jan.
DARTAGNAN ... 3rd Feb.
ANDRE LEBON ... 17th Feb.
FELIX ROUSSEL ... 2nd Mar.
G. MONTZINGER ... 16th Mar.
SPHINX ... 28th Mar.
PORTHOS ... 12th Apr.

We can issue Through Tickets to Egypt, Syria, Persia, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

For DUNKERQUE via Haiphong, Oran, Le Havre, s.s. "YANG TSE" on or about 4th January.

For Full Particulars, apply to—
Cie. des MESSAGERIES MARITIMES,
Telephone 16651.

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 4,832 TONS;
THROUGH CARGO 11,330 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

Cargo for Through Ports.

British	Tons	Value
Kwaikang, Tinsiao	300	1,687
Haining, Foochow	530	—
Kitawa, Canton	250	—
Dutch	Tons	Value
Tjondari, Batavia	—	1,100
Danish	Tons	Value
Chili, Copenhagen	3,443	3,873
Norwegian	Tons	Value
Solviken, Canton	—	130
Japanese	Tons	Value
Tango Maru, Nagoya	219	4,529
Sungshan Maru, Canton	—	20
Total	4,832	11,330

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Haining (Br.) Foochow	408
Tjondari (Dut.) Batavia	116
Solviken (Nor.) Canton	124
Total	648

ARRIVALS AND DEPARTURES.

The arrivals and departures during the 24 hours ending at 9 a.m. yesterday were:—

British	Arr.	Dep.
Dutch	3	4
Norwegian	2	7
Japanese	3	0
American	1	1
Chinese	0	1
Total	9	7

WARSHIPS IN PORT.

The following warships are in port:—

Easton—Tamar.
North Am.—Kent, Sterling, Seraph, Cleat.
South Wall.—Bruce, Marazion.
East Wall.—Herald, Cornflower, Proteus, Pandora.
West Wall.—Wild Swan, Wishart, Verity, Whitehall.
Dock.—Moorhen, Sirdar, Serapis, Taikoo Dock—Suffolk.
Buoy No. 1.—Hermes.
Buoy No. 2.—Medway and Submarines.
Buoy No. 3.—Cumberland.
Foreign—Portuguese transport Gil Eanes; Chinese gunboat Kwong Kan.

SHIPS IN HARBOUR.

The following merchant vessels were in port yesterday:—

Wharves.

Kowloon—Emp. of Asia, Yang-tze, Pres. Jackson, Glenahane, Oldenburg.
Holt's—Taiping, Sinking.
China Merchants—Ho Fook, Hoi Kong.
Jardine Matheson's—Kwaikang, Douglas Laprak, Haining, Suikong, Wing Lee.

Docks.

Kowloon—Hinsang, Linchow, Hye Maru, Yuan Geng, Prosper, Yuen Sang, Gil Eanes, Hopang, Taikoo—O. H. R. R. Florence, D. Kweiyang, Lyemoo, Tatsuta Maru, Chungking, Rheoson, Kan-chow, H.M.S. Suffolk, Seachuan, Chiehbi Maru.

Buoys.

No. A1—Chiehbi Maru.
No. A2—Tango Maru.
No. A3—Tjondari.
No. A4—Solviken.
No. A5—Tjikembang.
No. A6—Chili.
No. A7—Tyndareus.
No. B8—Graciosa.
No. B9—Wong Shek Kung.
No. B10—G.G.M. Long II.
No. B11—Shun Chih.
No. B12—Kiangsu.
No. B13—Hellas.
No. B14—Kronviken.
No. B15—Talyuan.
No. B16—Cape St. Francis.
No. B17—Pentire.
No. B18—St. Quentin.
No. C1—Chungking.
No. C2—Hoi Hing.

SCHOONER'S CREW 17 DAYS' ADRIFF.

CLOTHES BURNED AS DIS-
TRESS SIGNALS.

The rescue in mid-Atlantic of the captain, Mr. George Douglas, and the crew of five of the Newfoundland schooner Ria by the steamer Aztec was told when the Aztec arrived at Southampton.

The schooner, rendered helpless by storms in which all sails had been lost, had been disabled for 17 days, and was leaking badly when the Aztec sighted her flare signals on the night of November 18.

Great difficulty was experienced in launching a lifeboat. The volunteer crew included two cooks, two stewards, and a carpenter, in charge of Chief Officer D. Baker.

Captain E. H. Brice, of the Aztec, said that when his ship fell in with the schooner the only remaining food on board was a sack of onions.

The crew were in a state of great exhaustion when they were taken off by the Aztec's boat, and as the schooner was a danger to navigation her skipper returned to her and set her on fire.

The Aztec was bound for Tala, Honduras, where Captain Douglas and the members of the Ria's crew were landed.

LYOYD TRIESTINO LINES.

FAR EASTERN RUN.

When the 17,048-ton steamer Conte Rosso, of the Lloyd Triestino Line, is placed on the Far Eastern run, it will be possible to make the journey from Hong Kong to London via Suez in the remarkably short period of 22 days.

Owing to reorganisation and improvement in the service, the Conte Rosso will be taken off the South American run early in the New Year. She is sailing from Europe in February and is due in port early in March. She will then make the trip from Hong Kong to Venice in 21 days, and it will be possible for passengers to catch the 12.30 p.m. train on arrival and reach London at 10.30 p.m. on the following day.

The Conte Rosso is equipped in the most lavish manner. She is 570 feet long, 74 feet in breadth and has a depth of 38 feet. She carries 200 first-class, 232 second-class and 108 economic second-class passengers. The liner is capable of a speed of over 20 knots.

Through passages from Hong Kong to London can only be booked via Venice, but if passengers wish to make a slightly faster trip they can do so by disembarking at Brindisi and making their own arrangements for the overland trip, thus saving about half a day.

The Lloyd Triestino's present service in the East is maintained by the steamers Gange (12,272 tons), Cricovia (8,050 tons) and Pilsna (8,050 tons). The first named does the trip to Venice in 25 days, while the other two do it in 30 days.

The new service will be maintained by the Conte Rosso and the Gange. The ports of call will be Trieste, Venice, Brindisi, Port Said, Suez, Aden, Bombay, Colombo, Singapore, Hong Kong and Shanghai.

The agents are Messrs. D. & Co. from Hong Kong to London including rail trip will be first-class, £101; second-class £70.

PORT PLANNED AT WOOSUNG.

The municipal authorities plan the construction of a modern port at Woosung. Owing to the lack of a large harbour, a great number of ships entering Shanghai have to be anchored in midstream, or even at the mouth of the Yangtze River, and the proposed construction work would link up the present concessions with Woosung. Some of the larger liners that do not enter the river anchorage discharge passengers and cargoes into tenders and lighters outside Woosung.

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M.S. "CITY OF WORCESTER" ... Havre, London, Rotterdam & Hamburg ... 15th Feb., 1932

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PENINSULAR AND ORIENTAL PORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KARMA" ... 9,000	16th Jan.	Nocera	Mars, L'don, R'dm. & A'werp.
"CHITRAL" ... 15,000	23rd Jan.	do.	Bombay, Marseilles & London.
"KASHMIR" ... 8,000	30th Jan.	do.	Bratis, Colombo & Bombay.
"NADDERA" ... 16,000	6th Feb.	do.	Mars, L'don, R'dm. & A'werp.
"SOUDAN" ... 8,000	13th Feb.	do.	Bombay, Marseilles & London.
"CARTHAGE" ... 15,000	20th Feb.	do.	Marseilles, London, Havre.
"KALPUTANA" ... 17,000	27th Feb.	do.	H'g, R'dm. & A'werp. & Hull
"BURDWAN" ... 8,000	24th Mar.	do.	Marseilles and London.
"CORFU" ... 15,000	31st Mar.	do.	do.
"KAWALPINDI" ... 17,000	7th Apr.	do.	Marseilles and London.
"KANPURA" ... 17,000	14th Apr.	do.	Bombay, Marseilles and London.
"SOMALI" ... 8,000	21st Apr.	do.	Mars, L'don, Havre, H'g.
"CHITRAL" ... 15,000	28th Apr.	do.	H'dm. & A'werp. & Hull
"KANCHI" ... 17,000	5th May	do.	Bombay, Marseilles & London.
"BANGALORE" ... 8,000	12th May	do.	Mars, L'don, Havre, H'g.
"NADDERA" ... 16,000	19th May	do.	H'dm. & A'werp. & Hull
"KARMA" ... 9,000	26th May	do.	Bombay, Marseilles and London.
"CHITRAL" ... 15,000	2nd Jun.	do.	do.
"KASHMIR" ... 8,000	9th Jun.	do.	do.
"NADDERA" ... 16,000	16th Jun.	do.	do.
"SOUDAN" ... 8,000	23rd Jun.	do.	Mars, L'don, Havre, H'g.
"KAWALPINDI" ... 17,000	30th Jun.	do.	R'dm. & A'werp. & Hull
"KANPURA" ... 17,000	7th Jul.	do.	Bombay, Marseilles and London.
"SOMALI" ... 8,000	14th Jul.	do.	do.
"CHITRAL" ... 15,000	21st Jul.	do.	do.
"KANCHI" ... 17,000	28th Jul.	do.	do.
"BANGALORE" ... 8,000	4th Aug.	do.	do.

* Cargo only. * Calls Cebu, Manila, Suez, Port Said, Aden, Bombay, Colombo, Singapore, Hong Kong, Shanghai, Japan, etc.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Ploesti, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TALMA" ... 10,000	28th Jan.	do.	Singapore, Penang & Calcutta.
"TALAMBA" ... 8,000	5th Feb.	do.	do.
"SIRDHANA" ... 8,000	12th Feb.	do.	do.
"TILAWA" ... 10,000	19th Feb.	do.	do.
"SANTHA" ... 8,000	26th Feb.	do.	do.
"TALMA" ... 10,000	5th Mar.	do.	do.
"TAKADA" ... 7,000	12th Mar.	do.	do.
"SIRDHANA" ... 8,000	19th Mar.	do.	do.

B.I.—Apar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"NELLORE" ... 7,000	30th Jan.	do.	Manila, Batavia, Brisbane, Sydney and Melbourne.
"TANDA" ... 7,000	6th Mar.	do.	do.
"NANKIN" ... 7,000	13th Apr.	do.	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Ploesti, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

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SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"ALIPPORE" ... 8,300	15th Jan.	do.	Shanghai, Moji & Kobe.
"TALAMBA" ... 8,000	22nd Jan.	do.	Amoy, S'hai, Moji, Kobe & Yokohama.
"KASHMIR" ... 8,000	29th Jan.	do.	S'hai, Moji, Kobe & Yokohama.
"SOUDAN" ... 8,000	5th Feb.	do.	Shanghai, Kobe & Yokohama.
"NADDERA" ... 16,000	12th Feb.	do.	Amoy, Moji, Kobe & Yokohama.
"SIRDHANA" ... 8,000	19th Feb.	do.	Amoy, Moji, Kobe & Yokohama.
"TAKADA" ... 7,000	26th Feb.	do.	Amoy, Moji, Kobe & Yokohama.
"TANDA" ... 7,000	5th Mar.	do.	S'hai, Moji, Kobe & Yokohama.
"TILAWA" ... 10,000	12th Mar.	do.	Amoy, S'hai, Moji, Kobe & Yokohama.
"CARTHAGE" ... 15,000	19th Mar.	do.	S'hai, Kobe & Yokohama.
"BURDWAN" ... 8,000	26th Mar.	do.	do.
"KAWALPINDI" ... 17,000	2nd Apr.	do.	do.
"CORFU" ... 15,000	9th Apr.	do.	do.
"KAWALPINDI" ... 17,000	16th Apr.	do.	do.
"SOMALI" ... 8,000	23rd Apr.	do.	do.
"KANPURA" ... 17,000	30th Apr.	do.	do.
"CHITRAL" ... 15,000	7th May	do.	do.
"KANCHI" ... 17,000	14th May	do.	do.
"BANGALORE" ... 8,000	21st May	do.	do.
"NADDERA" ... 16,000	28th May	do.	S'hai, Moji, Kobe & Yokohama.
"KARMA" ... 9,000	4th Jun.	do.	do.
"CHITRAL" ... 15,000	11th Jun.	do.	do.
"KASHMIR" ... 8,000	18th Jun.	do.	S'hai, Kobe & Yokohama.
"NADDERA" ... 16,000	25th Jun.	do.	do.
"SOUDAN" ... 8,000	2nd Jul.	do.	do.

* Cargo only.

All dates are approximate and subject to alteration without notice.

All cabins are fitted with Electric Fans or Fresh Air Louvre Ventilation.

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